Albany o Thing Miles

AMERICAN

RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, JOHN H. SCHULTZ, Editors.

SATURDAY, OCTOBER 12, 1861.

Second Quarto Series, Vol. XVII., No. 41 .-- Whole No. 1,330, Vol. XXXIV.

ESTABLISHED IN 1831

NEW-YORK:

PUBLISHED WEEKLY, BY

JOHN H. SCHULTZ.

Front Rooms, Third Floor,

No. 9 Spruce Street.

BOOKITON

WE are now manufacturing these goods at our Works at BOONTON, N. J.—In the manufacture of the Nuts, the patented device of the "Double Punch," viz, two punches operating from opposite sides towards the centre of the Nut, forces into the body of the Nut most of the Iron which in all other processes is punched out, and also condenses the Iron around the Bolt hole, thus ensuring the greatest strength in the Screw Thread, and making a Nut SUPERIOR TO ANY made by hand or the ordinary machine processes. In size they are made according to the standard approved and adopted by our best Machinists and Engine Builders. The mode of making Bolts is such as to produce an upset solid head, perfectly true on all sides, and of uniform size. The Iron used is of our own manufacture, and we guaranty it of superior quality.

We invite consumers to make trial of them, and will furnish SAMPLES and PRICE LIST on application.

FULLER, LORD

137 & 139 GREENWICH ST., NEW YORK.



E. R. BENNET.

Railroad Supplies and Manufactures. CAR FINDINGS,

MATERIALS for Locomotive Re-building. Repairs and Railroad Machine shops. Agent for the BOWLING TIRES. AXLES. CONNECTING RODS. CRANK PINS, PISTON RODS, FRAMES, etc. CAR WHEELS. Machinists' Tools of all kinds. SHEET and ROLLED BRASS. BRASS WORK of all kinds. STEAM AND WATER GAUGES. LEATHER AND GUM BELTING, LACE LEATHER, etc.

LUBRICATING AND BURNING OILS.
Radley's Improved Head Light, Signal and other Lauterns
FOR RAILROAD PURPOSES.



SWITCH LOCKS, CAR PADLOCKS,

BAGGAGE CHECKS.

WILLIAMS & PAGE, RAILROAD SUPPLIES 67 WATER ST., BOSTON.

RICHARD DUDGEON.

MACHINIST 24 COLUMBIA ST., NEW YORK,

WOULD respectfully inform his friends and the public that he has removed to his new Building No. 24
Columbia Street, where he is prepared to furnish

Hydraulic Jacks, of from 4 to 150 tons lifting power. PULL-ING JACKS of differ-

Hydraulic Presses WITH PLATENS. Hydraulic Punches for punching iron from three-eighths to 1 inch thick, Force Pumps for Hydraulie Presses, Force Pumps for test-ing tubes, cylinders, etc.

STEAM CARRIAGES for good nard roads,— uirting Oil Cans, a.so Danver's Patent Steam Hammer

THOMPSON'S CELEBRATED

WASHING-COMPOUND

D. TAYLOR & Co., Proprietors. Office Cor. Greenwich and Reade Sts.,

NEW YORK

GEO. M. FREEMAN. & RASHER O. ASD

No. 107 WALNUT STREET, PHILADELPHIA.

Railroad Materials, Locomotive and Car Findings, MACHINERY AND MACHINISTS' TOOLS,

MINERS' TOOLS, ETC.

NO COTTON WASTE. 21

WHITE AND YELLOW CAR GREASE, LOCOMOTIVE BRASS WORK,

Baggage Checks, Barrows, etc., etc., RAILROAD LANTERNS, SIGNAL LIGHTS, STEAM GAUGES, COCKS AND WHISTLES,

INDIA RUBBER HOSE PACKINGS, ETC. LANTERNS OF ALL DESCRIPTIONS, ENGINE, STATION, AND SIGNAL BELLS, Bar Superior Car Upholstery, etc. 28

AGENCY OF THE KEROSENE OIL COMPANY

** Orders solicited, promptly filled, and forwarded with despatch and care at the manufacturers' lowest prices.

A. H. JOCELYN'S NEW YORK WOOD ENGRAVING & ELECTROTYPE

ESTABLISHMENT, 58 & 60 FULTON STREET.

LEMUEL W. SERRELL. SOLICITOR OF

AMERICAN & FOREIGN PATENTS, No. 121 NASSAU ST., NEW YORK.

A. BRIDGES & CO.,

MANUFACTURERS AND DEALERS IN

RAILROAD AND CAR

AND MACHINERY

OF EVERY DESCRIPTION,

64 COURTLANDT ST., NEW YORK.

RAILROAD AXLES, WHEELS AND CHAIRS,

SPIKES, BOLTS, NUTS, WASHERS,

CAR, SHIP AND BRIDGE BOLTS IRON FORGINGS OF VARIOUS KINDS, ETC., ETC. STEEL AND RUBBER SPRINGS.

LOCOMOTIVE AND HAND LANTERNS, PORTABLE FORGES AND JACK SCREWS, COTTON DUCK FOR CAR COVERS,

BRASS AND SILVER TRIMMINGS.

Also, Sole Agents for the Manufacturers of Car Head Linings, Orders for the purchase of goods on commission, aside from our regular business, respectfully solicited. ALBERT BRIDGES. JOEL C. LANE.

NEW YORK AGENCY

M. W. BALDWIN & CO.'S Locomotive Works, PHILADELPHIA.

GILEAD A. SMITH.

(late of M. K. JESUP & Co.)

207 BROADWAY, Corner of Fulton st., NEW YORK.

RAILROAD IRON

Of Approved English and American Makers, EQUIPMENT, SUPPLIES

FURNISHINGS FOR CONSTRUCTION OR MAINTENANCE OF

RAILWAYS,

ON COMMISSION.

STOCKS and BONDS

NEGOTIATED PRIVATELY, OR AT THE BOARD OF BROKERS.

NEW YORK AGENCY PITTSBURG, FORT WAYNE & CHICAGO R. R. CO.

J. EDGAR THOMSON, Pennsylvania R. R. Co. H. W. VANDEGRIFT, Orange and Alexandria R. R. Co.

AMERICAN RAILROAD JOURN

MURRICAN RAMIROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, JOHN H. SCHULTZ,

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XVII., No. 41.]

SATURDAY, OCTOBER 12, 1861.

[WHOLE No. 1,330 VOL. XXXIV.

for the Journal.

PRINCIPAL CONTENTS

Toledo and Wabash Railroad	13
Cleveland and Toledo Railroad	13
Comparative Statement of Prices at the Stock	
Exchange	14
Lehigh Coal and Navigation Company 7	14
Interest and Dividends	
The Effect of the Expenditures of Government	
upon Production and Trade	21
Hartford and New Haven Railroad	22
Railroads in Tennessee	
The Cotton Crops of the United States 7	23
Observations on the Niagara Bridge	26
Halifax and Quebec Railway	
Boston Bank Dividends	27
Pailman in Dans	000

American Railroad Journal.

New York, Saturday, October 12, 1861.

Toledo and Wabash Railroad.

At the annual meeting of the stockholders of this company, held at Toledo on the 2d inst., ihe following gentlemen were unanimously elected directors for the ensuing year: Azariah Boody, Joseph B. Varnum, New York; James Spears. Lafayette; Geo. D. Morgan, Isaac H. Knox, New York; Robert Brackinridge, Fort Wayne; Francis W. Tracy, Buffalo; Hector Morrison, Henry A. Kent, New York; George Cecil, Logansport; William Baket, Toledo; James T. Souter, John G. Richardson, New York; Warren Colburn, Toledo; William Kent, Williamsport.

The new board convened immediately after the the Company: Azariah Boody, President; Warren Colburn, Vice President and General Superintendent; John N. Drummond, Secretary and Treasurer; Charles H. Pierce, Transfer Agent, New York. The reports and exhibits presented at the meeting disclosing the present financial position of the Company were regarded by all present as being highly encouraging, and as affording flattering and substantial evidences of future success and prosperity. The revenues of the road for the a favorable increase of \$140,900 over those of the the falling off in the earnings of other leading

MR. FREDERIC ALGAR, No. 11 Clements Lane, preceding year, and are largely in excess of any Among the more prominent commodities of the transportation of the road is that of grain, flour and cattle, which affords a large and permanent source of daily income. Exclusive of the grain handled between intermediate stations, upon the road during the year, there have been brought to Toledo over 5,000,000 bushels, and the amount of grain, now offering for transport along the line of the route is fully equal if not beyond the capacity of the Company to provide for.

Cleveland and Toledo Railroad.

The present company was formed by a consolidation, on the 1st of Sept., 1853, of the Junction, and the Toledo, Norwalk and Cleveland Railroad Companies; the line of the former extending from Grafton, on the Cleveland, Columbus and Cincinnati Railroad, to Toledo, a distance of 871 miles; and that of the latter from Cleveland to Toledo, a distance of 1073 miles. The portions of this line from Sandusky, west, 38 miles long; and from Berea, east, 12 miles, have been discontinued, so that the company are now operating only 145 miles of road. The Cleveland, Columbus and Cincinnati Railroad is used for both divisions into Cleveland, for which \$66,000 is annually paid. Berea is 12 miles, and Grafton 25 miles west from Cleveland.

This road was formerly esteemed as one of the most valuable in the country. It is a connecting line of first rate importance, and its earnings have always been large. The total for 8 years have been \$6,777,416. The current expenses in the same time have been \$3,249,election and elected the following as officers of 075; net earnings, exclusive of interest, \$3,528,941; with interest and all charges \$1,356,015. The amount of dividends paid have been \$916,969, leaving a balance of \$439,036. For the first year (9 months) 5 per cent. was paid; for the second, 10 per cent. for the third and fourth, 8 per cent., then came the disastrous reverse of 1857-8, which was followed by a great reduction in earnings, the falling off from 1857 to 1859 being \$257,past fiscal year, were about \$990,000, presenting 755. It is worthy of note, however, that while

railroads in the West, from 1857 to 1859, was Lombard Street, London, is the authorized European Agent single year's earnings in the history of the road. equal to 50 per cent., those of the Cleveland and Toledo fell off less than 25 per cent. This road, consequently, did not suffer one half so much from the reverses of the period named as those of Michigan, Illinois, and Wisconsin, for the reason that more than one half of its receipts have been from passengers, who pay as high rates now as they did in 1857, while charges in freight have been greatly reduced. The net earnings for the past four years have been applied to the payment of the floating liabilities of the company. The net earnings the past year were \$128,634, equal to 4 per cent. on its share capital. The road has been maintained with great economy-the current expenditures averaging, for the 8 years, only 48 per cent. of the gross earnings. The rate has been uniform, showing that an increase in gross may be expected to be followed by a simlar increase in net earnings.

> The following is a statement of the cost, gross and net earnings of the road, and dividends paid by the company since its formation.

146 Length of road A 3 3 5 5 0 Not earnings.

Total 8,204,534 8,441,405 9,019,455 9,027,158 9,329,988 9,451,068 9,291,156 9,592,196 9,803,932

dition by in hold

185 Mal

the

issu

sha

tra

hel

day

be

the

382

\$38

COL

of

obl

Comparative Statement of Prices at the Stock Exchange.

We give below a comparative statement of the prices on the 5th of October each year, for four years, of the securities most largely dealt in at the Stock Exchange. It shows extraordinary fluctuations, and a range of present prices far below those for 1860. The fall in Border State stocks has been the result of the rebellion. The value of those of the Seceding States is purely problematical, as the government of the United States could hardly compel the refractory States to meet their engagements, should they be reduced to submission. All of them must be greatly reduced by the war. With regard to our railroads, they are probably more valuable, and have a better prospect before them than they had in 1860. Their shares are much lower than they were in April last.

RAILBOAD SH	IARES.		71.00
Oct. 5,	Oct. 5,	Oct. 5,	
1861.	1860.	1859.	1858.
New York Central 75%	89#	791	81#
New York and Erie 281	38	44	154
Hudson River 341	64	34#	27
Harlem, Common 101	22	98	104
" Preferred 25	50	354	23
Reading 35	461	421	48
Michigan Central 43	684	421	531
" South Comm'n 14	228	51	231
" Guarant. 32‡	481	201	44
Panama 1171	125	117	1175
Illinois Central 66	84	66	.79
Cleveland and Pittsburg. 121	14	98	71
Clev., Col. & Cincinnati 961	96#	93‡	90
Galena and Chicago · · · · 70	74	72	844
Cleveland and Toledo 324	45#	201	31
Chicago and Rock Island 47‡	72	65	651
Chic., Burl. and Quincy 624	90	57	53
Milw. & Prairie du Chien 18	13	51	16‡
Milwaukee and Lacrosse -	11		4
Pennsylvania Coal 76	894	82	76
Pacific Mail 91	85	76	1051
Delaware and Hudson · 831	90	94	98
STATE STO	CKS.		1000
New York 6s, 1875 994	111	110	
Ohio 6s, 1886 901	114	106	106
Kentucky 6s, 1871 76	1024	1034	104
Ills. Intern. Imp. 6s, 1847 81	1061	103	103
Indiana 58 78	928	84	90
Michigan 6s, 1878 82	103	981	103
Tennessee 6s, long loan . 42}	901	871	91
Virginia 6s 451	914	94	931
Georgia 6s 69	102	102	100
North Carolina 6s 59	98	961	95
Missouri 6s 424	78	834	851
Louisiana 6s 56	98	93	92
California 7s 82	931	82	851

Lehigh Coal and Navigation Company.

This company was organized May 1, 1861, being a consolidation of the Lehigh Coal Company and the Lehigh Navigation Company. As early as 1798, a company was incorporated for the purpose of working the Lehigh Coal Fields. Purchases of land were made, and £10 appropriated to open the necessary outlet to the Lehigh river and to a market. The cost of transportation was so great that the objects of the company were for the time abandoned, and the property was leased to other parties. In 1818, the lessees formed a new company with a capital of \$55,000 for the improvement of the navigation of the Lehigh river, so as to allow the passage of boats laden with coal. The amount sent to market that year, which may be regarded as the commencement of the anthracite coal trade, was 365 tons. The coal was floated down in rude boats or arks, which were broken up on reaching Philadelphia. In 1823, the stock of the company was increased to \$500,000, and the river rendered

navigable 16 miles above Mauch Chunk. This improvement was mainly for the purpose of reaching valuable forests of pine. In 1827, the Mauch Chunk (Gravity) railroad, the second railroad in the United States, was opened. The same year, the State having determined upon the construction of the Delaware division of the Pennsylvania Canal, the company determined to commence the construction of slack water navigation, which was completed in 1829, with an available depth of 5 feet. In 1831, the Gravity road to the Room Run mines, and in 1835, the extension of the works of the company to the Beaver Meadow re gion was commenced, and completed in 1838 The Lehigh and Susquehannah railroad was com menced in 1837, and completed in 1840. Up to 1841, the company was prosperous, paying dividends annually. In that year its works were greatly injured by freshets. The cost of repair ing them, and of enlarging the canal to a depth of six feet, involved the company in embarrass ments, which resulted, in 1842, in placing the property in trust for the benefit of the creditors. The mortgage provided that no dividends should be paid so long as the principal or interest of any of the loans of the company were due and unpaid, and in no case to exceed six per cent.—the balance to be held as a sinking fund for the redemp tion of the loans not due. No dividends were paid from January 1, 1840, to July 1, 1852 a period of 12 years. In that year 6 per cent. was paid, and at that rate and for each year since that time. The following is a description of the canal and river improvements:

les.	19.71 m	Susque-	on the	esbarre,	hitchaven, on the Lehigh, to Wilkesbarre, on the Susque- hanna, (double track)	Lehig	n the	ven, o	hanna	LENGTH OF RAILEOAD—Whitehaven, on the Lehigh, to Wilkesbarre, on the Susque- hanna, (double track)
7	1,296.70 ft.	01.3					81	27	.84.57	Total84.57
ahoji ju to	886.00 ft.	18 1.	8 ft.	22 ft. 8 ft. 6 ft. by to to 100 ft. 4 ft. 18 ft.	18 in. deep.	18 in	Co	0	12,30.	Channels descinding navigation, Wright's C'k to Stoddardsville.
i ligani	599,88 ft.	20 ft. 10 ft. 16 ft. by to to 100 ft. 80 ft. 68 ft.	10 ft. 80 ft.	20 ft. by 100 ft.	B	60 f	20	29	20.53 pools. 4.67 canals. 0.85 locks.	Slackwater—from Mauch Chunk to Wright's Creek.
7	860.87 ft.	19½n.	18 ft.	by to 100 ft. 18 ft.	45 ft. bottom. 5 ft. deep.	45 12	00	46	84.58 canals.	the Delaware R. to ManchChunk
180	Total Rise.	Size of Lift of Height Locks, Locks, of Dams,	Lift of Locks.	Size of Lift of Height Locks, Locks, of Dams	Size of Canals.	of s.	No. Dam	No. of No. of Locks, Dams	Length No. of No. of in miles. Locks, Dams.	Kinds of Length Navigation, in miles.
of	tatemen	blished s	test pu	o the la	ccording t	tc.—(a	ms, e	ige, da	ops with locks	Divided into sections with lockage, dams, etc.—(according to the latest published statement of

\$7,287,364
The following statement will show the cost of the works, mileage of road and canal, earnings, expenses, etc., from 1845 to 1860 inclusive:

	\$1,250,162	\$8,723,595 545,224	\$2,132,198 133,262	\$10,856,053 678,504	\$573,732 36,233	\$8,091,317 198,207	\$7,185,044 449,065	93:	\$7.124,205	99	Papel
	148,191			753,318	689'81*	119,8611		1 %	7,287,864	1860	1008
	148,791			672,688	31,616	186,609		93	7,288,789	:	, 0
	148,794			595,857	24,053	105,592		93	7,288,273	:	
	148,791			698,290	30,031	81,787		93	7,263,971	:	, 1
	148,744			864,657	27,142	137,889		93	7,241,654	:	U
	148,518			1,019,271	81,224	252,769		93	7,169,927	:	ш
	148,378			1,090,652	26,734	378,821		93	7,116,901	:	10
	119,133			804,715	29,050	225,610		98	7,015,998		136
	90,218			722,999	33,881	202,563		93	7,142,876		- 60
	11			645,210	81,565	185,079		93	7,182,249		3 1
	3.5			607,176	32,826	221,219		93	7,188,228	:	00
				575,228	29,807	192,114		98	7,172,290		U
				473,721	32,710	182,117		93	7,160,038	:	10
				575,416	52,347	230,516		98	7,017,865		CH
		414,735		488,004	57,200	198,132		98	6,821,975	:	181
	nil.	\$334,408		\$373,896	\$35,957	\$161,889		98	\$6,628,891		ve
	***	Expenses.		earnings.	rents, etc.	mines.		canal.	lands, etc.		
		less		Total	and groune	and rent of		road &	canal, coal	•	
18.	- Dividends	Earnings		The state of	Water	Profit of coal		Miles of	oad,	Cost of r	

* Including sale of Willow st. property, Philadelphia.

The gross earnings for sixteen years have been \$10,856,053; the net earnings, \$8,723,595. The dividends paid in the meantime have been \$1,-250,162. The balance, after the payment of interest, has been carried to profit and loss account, and is held by the contingent fund. At the date of the company's last report, May 1, 1861, this fund amounted to \$1,095,000—a reduction since January 1st, of \$366,853 16.

The following is a summary of the assets and liabilities of the company for the year 1852 to 1860, inclusive:

Total	Debts due to Co Contingent Fund. Cash on band	Assets — Canal improvis 4,455,000 4,455,000 4,455,000 Lehigh& Susq. R. R. 1,380,000 1,380,000 1,380,000 1,380,000 Real estate, mine roads, coal l'ds,	Total	Liabilities— \$ 2. Capital stock 1,569,800 Common Loans 4,858,827 Mortgage Loan 929,842 Floating Debt 864,938 Unpaid dividends 8,828 Arrears of int 74,813 Profit and Loss 907,996
. 8,204,534	1,307,877 661,218 351,710 48,780	4,455,000 1,380,000	. 8,204,584	1852. \$ 1,569,800 4,353,827 4,358,827 864,933 864,933 8,823 74,813 907,996
8,441,405	1,280,998 749,762 500,148 75,497	4,455.000 1,880,000	8,441,405	1858. \$ 1,985,850 4,050,554 837,492 832,049 8,504 67,284 67,284
9,019,455	1,281,901 850,030 995,367 57,157	4,455,000 1,380,000	9,019,455	1854. 2,474,600 3,586,078 882,792 873,150 4,246 58,634 1,689,955
9,027,158	900,269 906,126 50,836	4,455,000 1,380,000	9,027,158	1855. \$ \$,091,498 881,792 816,495 4,307 54,800 2,252,686
		4,455,000 1,380,000	9,829,983	1856. \$ 2,479,700 8,091,499 829,425 822,511 4,866 53,522 2,548,966
9,451,063	1,428,971 1,179,232 957,191 50,669	4,455,000 1,380,000		1857. \$ \$,091,498 8,091,498 829,222 286,202 7,210 52,048 2,704,983
9,291,156	942,339 983,139 77,405	4,455,000 1,380,000	9,291,156	1858. \$ 2,479,900 2,790,082 829,222 231,531 6,651 53,716 2,900,054
	1,071,490 1,210,254 21,663		9,592,196	1859. \$ 2,479,950 2,790,082 829,172 265,823 5,757 54,514 3,166,898
9,803,932	1,132,462 1,335,038 1,335,038	1,380,000	9,803,932	1860. 2,479,950 2,790,082 623,789 303,927 50,713 3,546,703

There are chargeable against the balance standing to the credit of profit and loss, scrip for additional shares of stock, issued as recommended by resolution passed at the meeting of the stock-balders held May 1, 1855, as follows, viz.

поил	ns nein b	day 1, 1000, as follows, via	
1855	scrip for	9,905	shares.
1856	66		4 34
1857	66	14,273	46

There was no increase during the year 1860 in the capital stock of the company. During the same period the funded debt was reduced \$202,-882 67. The floating debt shows an increase of \$38,104 23. The general indebtedness of the company was reduced \$168,068 82. At the close of the year the liabilities of the company, including capital stock, funded debt, and pecuniary obligations of every kind, and including also their own loans amounting to \$345,853 16 held in trust, subject to the orders of the board, were \$6,257,229 03; deducting these, the sum total of the company's liabilities was \$5,911,375 87.

Since the close of the year the whole of the mortgage loan, due March 1, 1861, except \$2,055 44 not called for, has been extinguished.

The regular semi-annual dividends of 8 per cent, each, were declared as usual.

The common loan stated above, amounting to \$2,790,081 92, becomes due March 1, 1870—except \$13,356 51, due at earlier dates,

For the year, 1860, the shipments of coal were as follows, and from the following sources of supply:

From the company's mines at Mauch

Chunk	tons.
From East Mauch Chunk 163,498	66
From Penn Haven 248,823	86
From Rockport	66
From White Haven 100,277	

Total shipments of coal.........1,091,032 tons,—showing an increase of 40,373 tons over the shipments of the previous year. In addition to which there were taken from the companys mines at Tamaqua 43,072 tons. The distribution of the coal was as follows:

Consumed on the line of the Lehigh

Of the coal that entered the Delaware Division Canal, 260,733 tons reached Bristol; 341,816 tons passed by the outlet lock at Wells' Falls, into the navigable feeder of the Delaware and Raritan Canal, leaving 36,774 tons as the quantity consumed on the line of the Delaware Canal.

The following is a statement of the amount of coal transported on the Lehigh Navigation from the commencement of operations in 1820 to the present time:

Year.	Tons.	Year.	Tons.
1820	865	1840	225,318
1821	1,073	1841	143,037
1822	2,240	1842	272,546
1823	5,823	1843	267,793
1824	9,541	1844	377,002
1825	28,393	1845	429,453
1826	31,280	1846	517,116
1827	32,074	1847	633,507
1828	30,232	1848	670,321
1829	25,110	1849	781,656
1830	41,750	1850	690,456
1831	40,966	1851	964,224
1832	70,000	1852	1,072,136
18331	23,000		1,054,309
1834	06,244		1,207,186
1835 1	31,250	1855	1,275,050
1836	48,211	1856	1,186,230
1837	223,902	1857	900,462
1838		1858	
1839			1,050,659
	mode of		1,091,032

The aggregate amount of coal transported in these 41 years exceeds 17,000,000 tons, or a yearly average of more than 400,000 tons.

The shipments of lumber for the season were 45,525,564 feet, showing an increase over those for the year 1859 of 2,591,909 feet.

The freight of all kinds carried on the company's canal during the year 1860 amounted to 1,338,375; in 1859 it amounted to 1,307,118—increase 31 277 tons.

The aggregate receipts from all sources during the year were \$753,318 63, against \$672,683 20—showing a gross increase of \$80,635 43. After paying State tax, interest, repairs, improvements and expenses, the net earnings were \$528,601 19,

against \$115,641 88 for the preceding year—being equal to an interest of over 21 per cent, upon the capital stock, and exhibiting an improvement over the year 1859 of \$112,959 31.

The office of the company is at Philadelphia, Pa. The officers and managers for 1861-62 are as follows:

President-James Cox, Philadelphia.

Managers—Erkine Hazard, John Farnum, Henry J. Boller, Richard Bichardson, Alexander Fullerton, Andrew Manderson, James S. Cox, Jacob P. Jones, Francis C. Yarnall, Samuel E. Stokes.

Treasurer—Edwin Walter, Philadelphia.

Sup't and Eng.—J. Leisenbing, Mauch Chunk.

Journal of Railroad Law.

JOINT USE OF TRACKS BY DIFFERENT COMPANIES: THOSE WHO MANAGE THE CARS RESPONSIBLE FOR INJURIES, NOT THE OWNERS: COLLATERAL EVIDENCE.

An action was brought by one Isaac Fletcher against the Boston and Maine Railroad Company to recover damages for injuries received by him while engaged in loading a car which was standing upon the Methuen Branch Railroad in Lawrence; the branch road being owned by the defendants,

It appears that the terminus of the Essex Railroad was about two miles from the defendants' depot in Lawrence; and that the Essex Railroad cars were permitted to run into Lawrence over the detendants' track, and the plaintiff having occasion to send some freight over the Essex Railroad, applied to the agent of that company in Lawrence to transport the same, and was informed that the company had but one car which he could have which was then in the plaintiff's vard, at the north end of the station ground where it had been carried upon a track known as the "east side track." Application was made by the agent of the Essex Company at the defendants' freight office to see if some other cars then standing upon the "east side track," could be removed to allow the car to be taken over this track to the depot; the car was placed on this track, and while there being loaded by the plaintiff who was inside of it and out of sight (the car being a close car) of any person upon the approaching train, a train was backed upon the track and came into collision with the car which the plaintiff was loading, and thereby caused the injury. It did not appear that there was any particular provision made by either the plaintiff or the Essex Company to guard against accidents.

The defendants maintained that the accident was caused by a train of cars which did not belong to them and over which they had no control, and which was rightfully passing upon the track which was leased to the Concord Railroad Company; and they introduced in evidence a contract between said company and themselves leasing the track to the Concord Railroad Company by which it was provided that the Concord Company should "deliver its down freight at Lawrence on aide tracks," and that the defendants should "receive such freight, do the necessary shifting and arranging cars, whether the same contain joint or local freight, or freight for connecting roads, etc." There was evidence tending to show that the collision was made by a train of the Concord Railroad Company which was switched off and backed upon the "east side track," under the charge of

the engineer and conductor until the collision, and that the defendants never assumed any authority over such trains until they were deposited upon the side tracks by their conductors.

The defendants objected that the plaintiff could not recover upon his declaration charging that the injury was done by the cars and engine of the defendants, there being no evidence that the defendants owned either the cars or engine which came into collision with the car in which the plaintiff was when the accident occurred, but the objection was overruled.

The case was tried in the Supreme Court of the State of Massachusetts, and at the trial a verdict and judgment were rendered in favor of the plaintiff, from which the defendant appealed, and asked a new trial on the ground of error in the admission of evidence, and in the charge of the judge. The following is the opinion of the court.

CHAPMAN, J .- In this action the plaintiff alleges that while he was loading a certain freight car standing on the defendants' track in Lawrence, under the authority and by the direction of the defendants, he was injured by reason of a freight train being violently driven against the car. Daniel Hardy, the station agent, was called by the defendants as a witness; and, on his cross-examination, testified that he never asked the plaintiff, or Gowan, the plaintiff's partner, for a bill of the damage done to the plaintiff; that he never obtained of the plaintiff or his partner more than one bill; that he never said that Clark, who was a clerk in defendants' freight office and was on the train that caused the collision, was going away and he wanted a bill of the damage as he wished to take the amount of it out of his wages, or make him pay it; that he had no recollection of more than one bill, or that he said to Gowan he would send a second bill to Boston; or that ho said Clark was very careless. All this cross-examination related to matters not admissable in evidence or pertinent to the case. There was no evidence tending to show that he had authority to ask for a bill of the damage, or to call on Clark for payment, or to make admissions as to Clark's carelessness. And if he had been an agent, with authority to manage this business, his admissions not connected with his acts as agent would be in-

It is well settled that when a witness is crossexamined as to collateral matters, his answers are conclusive and he cannot be contradicted. The authorities are numerous; and it is sufficient to refer to Commonwealth vs. Cain, and the authorities there cited, Gowan's deposition was admitted to discredit Hardy. He deposed that Hardy did request him to make out a bill of the damage and hand it in, and he would send it to Boston to see if it would be allowed; also that he said Clark was very careless in the matter; also that he said Gowan had better go to Boston and see the parties there, and gave Gowan their names; also that Hardy afterwards called on him for another bill of the damages, as Clark was going away and he wanted him to pay it. This testimony which we understand was admitted with much besitation and doubt, appears on careful consideration to be inadmissible, for the reason above stated; it could not fail to influence the jury, and therefore the verdict must be set aside

had, it is proper to express an opinion upon some other points that have been argued.

First, the defendants contend that the courerred in ruling that it was immaterial to whom the train belonged. But taking the whole ruling together, it is clearly right. The ruling is that "if the train by which the injury was caused was in the care of the defendants' servants, subject to their exclusive direction and control at the time of the accident," then it is immaterial who in fact were the owners of the engine and cars constituting the train. This must be so; for if a wrong was done, it was by those who had the exclusive direction and control of the train at the time and by no others.

Second, the fourth instruction to the jury, as to the use of ordinary care, is objected to. It is contended that the plaintiff, being in a dangerous situation, should have used extraordinary care, and that the jury should have been instructed upon the evidence as matter of law that he did not use due care. But the court are of opinion that the instruction was correct. Ordinary care is a term that has a relation to the situation of parties and the business in which they are engaged. It is used here as synonymous with the term "reasonable care" as used by the courts in England. "Care and diligence should vary according to the exigencies which require vigilance and attention, conforming in amount and degree to particular circumstances under which they are to be exerted," Holley vs. Boston Gas Light Company. There are cases where, there being no facts in dispute, ordinary care becomes a question of law, but this does not seem to be such a case. If the track where the plaintiff was loading his marble, was one that was exclusively used for loading cars, then no care would seem to be required on his part to avoid collisions; but if it was one on which trains were deposited on their arrival, or used for shifting cars and making up trains, and if in doing such business it is customary and prudent to run a train against a car that happens to be standing on the track and push it out of the way, then ordinary care would require a person who should go into such a car thus exposed to be moved, and who should there engage in a business that would place him in danger if the care were moved, to make some reasonable provision for his safety, such as would be adapted to the circumstances. So far as the report states the case, it tends to show that the plaintiff exposed himself to danger without using any precaution. But the evidence is not fully reported. Enough appears, however, to show that the question of ordinary care depends upon many facts of a complicated character, and that the question should be left to the jury under instructions. The court are of opinion that each of the four instructions given to the jury was correct.

Steel-Making in Montreal.

the parties there, and gave Gowan their names; also that Hardy afterwards called on him for another bill of the damages, as Clark was going away and he wanted him to pay it. This testimony which we understand was admitted with much besitation and doubt, appears on careful consideration to be inadmissible, for the reason above stated; it could not fail to influence the jury, and therefore the verdict must be set aside and a new trial granted. As a new trial must be

claim to the thanks of the Canadian public, and we hope for him a more substantial recompense, seeing that but for experiment, or what is tantamount to it, steel-making has never before been attempted in Canada.—Canadian Railway Guide.

Interest and Dividends.

The following dividends and interest are payable in Boston in October:

RAILROAD DIVIDENDS.

	Capital, D	ivid	ends	Amount,
10-221-01	Oct., '61. A	pr.	Oct.	Divi'ds.
Phila., Wilm. & Balt.\$	5,600,000	3	81	\$196,000
Lowell & Lawrence	200 000	8	3	6.000
Berksh'e-quarterly.	320,000	14	14	5,600
Chelsea Horse	70,000	4	4	2.800
Cambridge Horse	400,000	41	41	18,009
	The second second	-		

28 31 80

80

31 30 81

31

81

31

30

31 31

21

31 30

30 80

31 31 81

The Cambridge Horse Railroad has increased its capital \$100,000 within the past six months, to pay for the East Cambridge extension.

INTEREST ON	RAILROAD	BON	DS.	
Malden & Mel. 6s, '80.	75,000	3	3	2,250
Man'r & Lawrence	14,600	3	3	438
Mass. & T. & G.5s,'60.	416,500	21	21	10,413
Mich. Central, '82	4,200,000	4	4	168,000
N.Y.& B.(A.L.)6s,'70	175,000	3	3	5,250
Northern N. H. '64	43,700	3	3	1,311
Northern N. H. '74	292,100	3	3	5,763
O'd Colony	107,000	8	3	3,210
South Shore 6s, '60 .	150,000	3	3	4,500
Western 6s, '75	800,000	8	3	24,000

*Interest is due Oct. 1 on \$3,999.557 Massachusetts Sterling Bonds, 1868 to 1871, issued in aid of the Western Railroad, and \$427,570 do, 1888-90 issued to the Troy and Greenfield Railroad on account of the "Hoosac Tunnel" loan—both of which are payable in London, and interest remitted some time since.

INTEREST ON STATE AND CITY BONDS.

	Principal.	Int	eres	st.
Mass. State 6s, '68	\$150,000	3 p	erct	. \$4,500
Mass. State 5s, '65-'74.	345,000	24	64	8,625
Boston City bonds				60,000
Portland City 6s		3	86	5,000
Ban. City (municipal) 6	s.Int. about	4	66	5,000
Ban. City bonds, 1874	500,000	8	33	15,000
Bath City 6s, 1891	200,000	8	66	6.000

No Tax upon American Securities of any kind held by Foreigners Residing Abroad. We re-publish for information abroad the an-

nexed correspondence:

New York, Sept. 27, 1861.

Sir: We beg the favor of your informing us whether any United States income or other tax will be charged on coupons, or interet to become due, on American Securities (Government or otherwise) owned by Europeans resident abroad.

We propound this query that we may be enabled to satisfy var our foreign correspondents who now hold or may purchase United States bonds, &c., and have written to us inquiring as to this point. Your answer, we believe, will be in the negative, judging from the law recently passed, and if so,—it being authoritative—its publication would immediately remove all fear of such taxation from the minds of European capitalists.

We have the honor to be, Sir, your most obedient servants, (Signed)

BARCLAY & LIVINGSTON.
Hon. SALMON P. CHASE, Sec'y of the Treasury,

TREASURY DEPARTMENT, Oct. 1, 1861.
GENTLEMEN—In reply to your inquiry of the 27th ultimo, I beg leave to say that the existing laws of the United States do not impose any tax upon securities of any kind, held by foreigners residing abroad.

Very respectfully, your obedient servant,
(Signed) S. P. Chase,
Secretary of the Treasury.
Messrs. BARGLAY & LIVINGSTON, New York.

de,

y-

t. st. s. 00 00 00 00

ts

uid
90
icof
it-

ın-

us ax me

blho ds, his he ed, ion

ent

ry,

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterick (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Rallroad and Appurtenancea." A dash —) signifies "nil."

Running dots (.....) signify "not ascertained," Land-Grant Railroads are in "tiatics."

		ailroa	a.	88 OF	Equ	-	nent.	that's even of to	- No.			of Balanc			-	, incl	by loco	Earni	oga	
rs nding.	in Line.	Lateral and Branch Lines.	Track and Sidings.	d in progree projected.	Engines.	Passenger.	Freight, etc.	Companies.	Railroad and Appurten-	Rolling- Stock.	Invested in foreign works.	Share Capi- tal paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and Ha- bilities.	operated,	Mileage run by motives with tr	1		Dividenda.
Yes	Main	BE	2nd	Road	Eng	Pas	Fre		A A	M.	Inv	Sha	Bon	Eq.	Balan	Road	Mil	Gross	Net	Div
0.00	M.	M.	M.	M.	No	No	No.	Alabama.	*			8			8	M.	M.			p. c.
Jun. '60 Feb. '59	30.3			50.6 58.1		2	10	Alabama and Florida	1,451,336 461,505	* 30,991		877,953 335,010	503,500 109,500	105,255 21,632	518 965	30.3		101,102 55,791	37,866 31,852	
May '60 Jun, '59	0109.6	_		57.8	11		102	Ala and Tennessee Rivers Mabile and Girard	2,261,927 1,500,000	184,906		1,067,006	777,777	240,485	2,476,023	109.6 57.0	*****	207,626 76,773	111,232 21,006	
Apr. '60 1 Dec. '59)	-	-	67.2	-	10	001	Mobile and Great Northern	84.230	900 100	114 904	36,646	79,664	858,467	116,310 12,447,378	-	-	1.120,588	651,610	
Feb. '60	88,5	28,4		_	23	18 14	283	Mobile and Ohio	7,853,467 1,838,718	862,129 427,265	114,894 100,000	3,481,791 1,419,769	4,717,497 922,622	23,579	2,582,505	116.9	999,940	505,156	260,269	6
Dec. '59	1			209,5		-		ARKANSAS.	600,000	is com	10.	650,000			1,030,957				14 [6]	(1)
Nov. '58	38,5	=		301.4 107.5				Cairo and Fulton Memphis and Little Rock	553,877	*		351,524	446,000	10,725	811,949					
0 Dec. '60	22.5			_				CALIFORNIA, Sacramento Valley	1,493,850			793 850	700,000		1,493,850	22.5		230,251	104,594	-
1 Aug. '59			1.9		3	4	1	CONNEGRICITE		50,873	1111	279,100	85,000	4,600	408,597	23.9		73,826	27,992	6
Sep. '59	122.4	-	10.8	75.1		20	250	Danbury and Norwalk Hartford, Provid, and Fishkill Hartford and New Haven	3,903,455 3,170,747	302,511 254,000	102,888	1,936,739 2,350,000	1,810,500 964,000	319,444 16,463	4,323,922	122.4		333,500 844,772	152,777 502,579	-
I Aug. '59 I Dec. '60	74.0		2.3	-	11	11	240	Housetonic	2.439.775	*	6,247	2,000,000	197,000 287,350	52,461 29,041	2,585,534	120.0		319,106 241,330	77,039 127,505	-
Dec. '59 Dec. '59	9 61.0	-	3.0	-	7	11	182	Naugatuck N. Haven, N. London and Ston.	1,370,958 1,851,879	207,343	7,000	960,748	866,000	200,000	1,000,010	61.0		107,837	20,627	-
1 Dec. '59 1 Oct. '59	9 66.0	-	5.0	-	7			New Haven and Northampton New London Northern	1,566,695	*		922,500 510,900	700,000 1,052,500	3,872	1,575,147			90,362 119,146	90,362	-
1 Mar. '6' 0 Nov. '60	0 66.0	1.0	63.8		31			New York and New Haven Norwich and Worcester	4,640,607 2,463,983	675,264 237,171	200,000	3,000,000 2,122,500	1,890,000 811,300	45,286	5,717,523	66.0	579,659	925,075 358,362	325,573 159,005	
1 Oct, '5!			10.0					DELAWARE. Delaware	1,547,825			361,478	931,500	112,029	1,547,828	84.0		5 1975	75,672	
1 Oct. '5			****	-	-	-	-	Newcastle and Frenchtown FLORIDA.	723,551	-		744,520		4,641	749,171			21,195	731 (SI	6
o Apr. '6	9 154.2	-	0.0	10.0	3			Florida	590 901	00.500		191,485	195,000	75,894	619,112	32.0		7,857	3,535	-
0 Jun. '5	9 31.3	-	2.0		3 2	1	24	Florida and Alabama	396,310	30,586 28,608		205,781	204,600			19.3		10,255	1,504	_
	9 26.5			227.0				Pensacola and Georgia	-			40000000				29.4	100	410.000	****	
0 Jun. '6	9 30.6)		133.8	16	7	124	Atlanta and West Point Atlantic and Gulf-M. Trunk	1,192,389	*		1,250,000	126,000		1,597,38	30.0		418,036		
1 Dec. '6	9 43.)						Augusta and Savannah Brunswick and Florida	1,032,200 755,000	*		733,700	129,500			53.0		168,988	95,612	
0 Nov. '6 1 Mar. '6	0 191.0)		-	- 53	62	697	Central of Georgia (and Bank) Georgia (and Bank)	4,366,800		1,003,650	4,366,800	312,500		6,590,173 8,123,34	3 229.0	879,468	1,715,025 1,159,188	764,574 528,043	1 10
10 Nov 16	0 102 4	-		1	19		3 171	Macon and Western	1.500,000		-	1,500,000		12,29		6 102.8	226,241		212,676	3 19
1 July '5 1 May,'5 1 July '6	8 68.	-			3	4	33	Muscogee Savannah, Albany and Gulf	774,244 1,386,634	52,373		1,275,901	10,200	180,62	1 1,473,14	0 71.6	3	200,113		-
11 July '6 10 Sep. '5	9 138.	100,8	16.2		18	22	201	South Western	. 3,770,420			2,921,900 built and	396,500 own'd by	19,913 State.	3,822,91	3 228.8 - 138,0		832,343	388,853 454,543	1 13
1 Dec. '6	0 220.			_	- 38	36	647	Chicago, Alton and St. Louis .	10,000,000			3,500,000	4,500,000		10,000,00			994,569	225,780	
30 Apr. '6 31 Dec. '5	1 138.		26.0		62	31	1 990	Chic., Burlington and Quincy. Chicago and Milwaukee	6,002,928	1,405,998	2,726,930 120,000	4,689,340 988,000	3,814,516		10,195,25 5 2,050,06			1,514,478 243,282		
1 Apr. '6	194.	0		-	-	5		Chicago and Northwestern Chicago and Rock Island	9.344,863		115,280	2,000,000	7,369,031	75,82		3 194.0	10 mo.	384,656 1,093,934		
10 Nov. '6	8 33.	2		-	_	-		Fox River Valley	580,000	*			580,000		10,469,35	_ 84.0	0	1,462,752	652,26	
31 May, '6	1 175.	0		-			1,00	Galena and Chicago Union . z. Great Western	0 6,208	1,011,01	319,900	- 1,600,000	2,391,000			_ 175.0	0	485,943 2,721,591		9
1 Dec. '6		-		81.	5	3 91	2,30	Illinois Centrul					15,672,240		- 33,221,72		-	2,121,001	800,00	-
	148. 46.					-		Ohio and Mississippi Peoria and Bureau Valley	4,870,586	*		1,780,295	3,292,403			- 148.0 oper	by Chie.	& R. Is.	125,00	6
16	186.			129.				Peoria and Hannibal	5.400.000	*	-	1,569,889	2,200,000			186.6	0			
1 Dec. '6		0 -	-	-		-		Quincy and Chicago	1,978,555	*		800,000			2,000,00	0 100.0	oper.by	& R. Is.	Quincy	
1 Dec. '6			12.	2 -	- 3	1 3	0 42	Terre Haute, Alton & St. Louis Indiana.	8 7,608,958	628,48	7	3,026,903	5,035,615	741,04	0 8,865,25	2 208,3	3	823,767		-
	108. 29.	0	-					. Cincinnati and Chicago	2,080,433			1,196,679	1,006,128			108.0				-
1 Aug. '	57 109.	0 -						Cincinnati, Peru and Chicago Evansville and Crawfordsville	e 2,233,418	*	2,75	0 1986,061	1,219,100	51,77	2 2,288,74	8 109,0	0	249,867 368,189	119,43 132,09	
1 Jan. 't	58 89.	8 20.	2		19	9 2 3 1	9 31	8 Indiana Central	1,666,280 2,497,952	244,08 540,04	3 25,68	9 1,689,900	1,362,284	140,68	9 3,458,10	8 110.0	0	448,858	230,83	4 9
11 Mar. '6	60 78.	0 -	11.	0 =	1	5 1	6 11	Indianapolis and Cincinnati Ind., Pittsburg and Cleveland Jeffersonville	1,554,732	*	10,00	- 1,015,907	723,000	5,90	0 2,182,00	4 108.	329,461	236,397 302,006		
Dec. '6	59 64. 60 86.	0 49.	0		- 20	3		Madison and Indianapolis	2 867 704		356,75	_ 1,000,000	600,000	87,96	2,000,00	8 135.	0 201,402	230,563	99,08	ō
1	58 288. 58 74.	0		-	-			Louisv., N. Albany & Chicago	0 6.000,000	*		2,800,000 1,100,000	3,000,000	2,000,00	0 6,000,00			645,827		2 -
30 Nov. '	60 73.	0			- 1	8 2	5 29	Peru and Indianapolis 8 Terre Haute and Richmond Iowa.	1,611,450	*	120,57		230,000	46,64	7 1,970,38	73,		404,599	282,77	3 10
1 Jan. 4	58 75. 59 86.		-		5	-		Burlington and Missouri	1,514,25	*		- 752,732 - 516,072				86.		85,329	46,77	i
Il May,	58 50.			- 269.		8	8 8	Chicago, Iowa and Nebraska 6 Dubuque and Pacific	1,579,98	166,82	3	838,086	965,00	0 441,78	2,267,31	3 50.				
Jun.	58 38		-	- 438. - 101.	3	4	4 6	Iowa Central Air Line4 Keok., Ft. Desmoines & Minr Keok., Mt. Pleasant and Muse	1,037,870	82,49	9	- 245,000 - 921,449	570,00	0	1 000 80	38,	5 11 mo's	458,821	21,35	6
1 Jun.	59 11. 59 55.		6			-		Mississippi and Missouri	4,198,00			548,210	414,00	0 60,44	1,022,60	107.				-
31 Oct. 1	59 80			_	-			Covington and Lexington	3,743,97	278,02	4	1,582,16	2,930,00		4,375,96			426,408	227,58	4-
so Jun.	57 20	.0	-	00		-	-	Lexington and Big Sandy	694,02	4 *		- sold,1859 - 694,44	71,00	0		20.	0 oper.by	Cov. &		-
30 Jun. '	60 65	1			3	2 1	0 16	(Towington and Thankfowt	590,40 1,375,35	1 52,30	6,54	- 514,40	130,00	9	724,86 1,662,74	35 29. 10 65.	0 613,80	120,32	3 124.86	19 -
1 Oct. 1	60 185 59 18	0 84	0 16	9 70		0 2	20 45	5 Louisville and Nashville Maysville and Lexington	8,530,71	8	0,01	5,538,48			9,455,25	0 269. 18	0 613,80 8 oper.by	716,47 Cov. 4	8 871,15 Lex.	2 _
	- 22	200		10				LOUISIANA.	I COLUMN	6 *			-		STATE OF	22		200	TE IS	100
Dec.			-	-	-			Clinton and Port Hudson Mexican Gulf	750,66 662,91	1 .		200000		9000	07 8,865,8	27	0	4 481,92	2 228,6	0 -
BI May	59 206 60 58	0		- 178 - 206	0 8	0	9 - 24	Mexican Gulf	n 3,954,42 n 5,639,56	0 505,26		- 3,242,31 - 4,437,99	8 566,00 0 9,817,00	0 839,2 0 188,6	0 9 147 8	52 206	0 180,20	758,71	4	5.780

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

die la	B	tailro	ad.	0	E	quip	ment	t = manufact	stoke	A barry	Abstra	et of Bala	nce Sheet		Bertie	te finel.		Earnings.		1	1
		1-1	pue	Tem		L	Jars.		Prope	rty and .	Assets,		Liabilities		He list		by le	1	1	1	1
Years ending.	Main Line.	Lateral and Branch Lines	2nd Track s	Road in prog	Engines.	Passenger.	Freight, etc.	Companies	Railroad and Appurten- ances.	Rolling- Stock	Invested in foreign works,	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt,	Balance Total incl. all othe assets and ha bilities,	Road operated,	Mileage run b motives with	Gross.	Net.	Dividends.	9
· ++ 10	M.	M.	M.	M.	N	o No	1000	MAINE.		*		*				M.	M.	\$		p. c	P
1 May, '60 1 May, '61 0 Jun. '69 0 Jun. '69 1 Aug. '69 1 Dec. '69	63.0	9.5	25.0 2.0 8.0	-	1	2 1	34 4 1 12	Androscoggin Androscoggin and Kennebec Atlantic and St. Lawrence Bangor, Oldtown and Milford Kennebec and Portland Penobscot	6,066,375 244,726 2,871,264	857,566	21,928	151,883 457,900 2,494,900 135,000 1,287,779 180,497	1,748,857 8,472,000 1,280,000	138,817 9,572 40,576	2,345,574 5,976,472 244,726	137.0 149.0 12.5 72.5	429,791	30,830	94,088 150,226 Loss, 81,698	6	-
1 May, '61 1 May, '59 1 May, '59 1 May, '59	54.7 51.3 87.0 18.5	1,02.0		-	1		11	Penobscot and Kennebec Portland, Saco and Portsmouth Somerset and Kennebec York and Cumberland	1,613,473 1,494,792 783,763 1,090,000	:	5,208	557,779 1,500,000 169,200 870,000	1,105,400 556,600 450,000	95,968 270,000	1,090,000	51.3 37.0 18.5		An.&K. 208,296 55,403 3,922,203	28,404	6	i
1 Dec. '60	30.0 138.0	4.0	16,4	=	4	1 81	1,72	Baltimore and Ohio Washington Branch Northern Central MASSACHUSETTS. Berkshire	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	39.0 218.0 ope	187,427	462,880 1,018,103 Housat,	290,840 283,627 42,000	7	1
0 Nov. '60 0 Nov. '60 1 May, '60 0 Nov. '60 0 Nov. '60 0 Nov. '60 0 Nov. '60 1 May, '61	26.8 74.3 47.0 44.6 46.1 50.0	1.8 8.8 7.0 24.0 1.1 2.4 30.5	22,3 59,2 2,7 8,9		2: 3: 3: 3: 1: 2:	2 27 0 58 7 10 2 13	600	Boston and Lowell Boston and Maine	3,846,709	102,100 437,416 123,864 187,558	100,000	1,830,000 4,076,974 3,160,000 4,500,000 681,690 1,591,100 2,853,400	162,720 168,400 242,000	3,863 134,950 46,647 47,580 11,058	3,717,704 5,327,567 1,928,264	118,3 54.0 88.7 47.2 52.4	553,484 525,954 77,522	685,631 1,045,683	450,096 349,487 439,284 45,613 153,154	8 8	10
Nov. '60 Nov. '60 Nov. '60 Nov. '60 Nov. '60	50.9 14.0 24.9 12.4	16.8	3,6		29	28 3	658	Boston and Providence Boston and Worcester Cape Ood Branch Connecticut River Eastern Essex Fitchburg Fitchburg and Worcester Hampshire and Hampden Lowell and Lawrence Nashua and Lowell	742,592 3,190,851 293,658 577,582 332,883	4,416 350,149 40,226 30,275		299,107 3,540,000 214,296 298,951 200,000	280,261 100,000 62,900 803,014 100,000	197,428 300 57,065	5,045,630 776,796 3,869,729 333,884 653,030 363,158	67.7 26.4 ope ope	55 946 837,451 87,245 r. by N. r. by B.	62,498 632,865 52,971 H.&N'h and L'll	12,498	6	ī
Nov. '60 Nov. '60 Nov. '60 Nov. '60 Nov. '60 Nov. '60	20,2 26,9 8,6 79,5 18,6	7.8	2.3 25.6 0.7	23.4	27	16 9 46 2	146 44 358	New Bedford and Taunton Newburyport	494,843 596,208 673,302 3,434,164 432,430	95,683 52,644 63,696 * 11,247		600,000 500,000 220,240 279,818 3,015,100 450,000	221,600 197,512 107,000	19,800 211,693 111,691 76,500	698,563 564,707 653,533 450,000	21.8 36.0 8.4 87.3 18.6	49,241 75,866 24,428 413,017 33,160	251,683 136,565 16,577 15,891 642,406 48,169	30,677 2,552 316,185 26,769	6 6	
Nov. '60 Nov. '60 Nov. '60 Nov. '60 Nov. '60 Nov. '60	16.9 11.5 21.9 11.1	Ξ	1.7 0.4 1.0		12 3	0	808	Providence and Worcester	1,442,470	254,565 82,543 39,426		1,600,000 243,305 259,685 448,700 250,000 385,206	200,000 226,900 150,000	316 2,391 9,854	513,112 451,000 250,000	ope 11.5 ope	r. by B.	393.589 and L'll 59,370 usaton, 156,015 and B,	197,774 17,508 16,711 31,409 27,817 5,333	7 8	1
Nov. '60 Nov. '60 Nov. '60	69.0 156.1 45.7	17.3	5,5 106,8 9,3	-	11 72 10	·	7.50	Michigan Manua	1,101,000	1,095,713 140,962	1 1	2,214,225 5,150,000 1,141,000	1,003,880 7,269,520 150,000	17,532 975	3,516,865 13,940,644 1,403,409	77.0 192.0	101,326	211,899 1,881,351 229,332	75,810 888,254 102,604	6	
Sep. '59 Sep. '60 May,'61 Mar. '61	284.8		28.4	183.0	98	85 102		Bay de Noquet and Marquette. Chic. Detroit & Can.G.T. June. Detroit and Mitwaukee. Flin' and Pere Marquette. Grand Rapids and Indiana. Michigan Central Mich S'th'n & N'th'n Indiana						125,000	9,008,369 14,191,649 19,175,790	329.3	1,281,263	365,038 2,126,699 2,075,459	910,169	3	
'59 '59 '59			5.2	89.8 620.0 175.0 112.5 200.0				Pors Huron and Milicaukee				**********	600,000 575,000 600,000 500,000								
Apr. '60 Oct. '59 Dec. '58	71.4			27.8 60.4	25 7	22	336 41	Root River Valley MIBSISTPI Mississippi Central Mississippi and Tennessee Southern Mississippi				2,000,961 798,285	2,554,732 456,949 1,400,000		6,331,899 1,974,444	59.7		584,342 176,462 250,047	328,092 116,433 121,659		
Nov. '58 Aug. '60 Jan. '61 Feb. '59	168.8	19.0	16.8	65.8 68.0 119.0	- 10	19	391	MISSOURI. Cairo and Fulton. Himinibil and St. Joseph. 4 North Missouri. Platte County	281,645 12,864,134 6,469,890 8,621,659	9,200 496,254 614,782		2,594,100	327,000 10,571,000 4,350,000 8,203,000	156,643 96,429	128,386 12,510,529 7,236,452 12,288,494	206,8 168,0	10 mo's,	961,856 292,428 676,310	78,975		
Feb. '59 Oot, '58 Sep. '60 Mar. '59 Mar. '59 Nov. '59		-	8.2 5.6	264.0	16	13	222	Pacific South-Western Branch St. Louis and fron Mountain NEW HAMPSHIRE. Ashuelot Boston, Concord and Montreal	1,226,010 5,179,580 506,000 2,580,134	340,369 283,450	75,000 8,219	66,974 1,970,587 246,018 1,800,000	1,400,000 8,501,000 150,000 1,050,000	43,989 109,982 165,883	5,837,911 506,000 8,015,880	90.1 ope 98.5	343,827 r.byCon 1 353,000	235,291 a. River 227,720	59,438 30,000 86,338	ou	
Nov. '59 Mar. '59 Sep. '59 Mar. '59	28.1 34.5 46.8 14.6		8.0 2.5 44.0		18 4 21	22	289 26 494	Cheshire	2,753,697 825,200 1,500,000 250,000 200,000 525,205	322,267		2,085,925 389,047 1,500,000 250,000 200,000 492,500	738,200 420,858	84,327 13,070 42,795	8,163,731 858,264 1,564,506 250,000	63,6 28,1 61.3 ope	334,532 r.byCon	827,741 51,698 459,659 ord,	125,159 21,866 128,366 15,000	8	
Nov. '59 Mar. '59 Mar. '59 Mar. '59 Mar. '59 Apr. '59	69.2 24.7		4.0 10.4 2.2	25.8	2 22 5	4 13	80	Eastern Great Falls and Conway Manohester and Lawrence. Merrimac and Conn. Rivers Northern New Hampehire Sullivan New Jersey.	433,404 1,000,000 1,109,860 3,343,167 847,032	138,715 78,832	83,750	166,748 863,400 595,587 3,068,400 500,000	209,927 33,800 383,400 299,500 750,000	42,219 108,259 303,517 25,800	3,393,900	20.5 ope 52.7 82.0 24.7	268,657 49,000	24,027 sord, 59,774 353,101 63,874	12,450 88,577 21,156 187,136 19,897	8	.11
Dec. 160 Dec. 160 Dec. 160 Dec. 160 Dec. 160 Dec. 159			48.0	-	30	21	256	Camden and Atlantic Central of New Jersey Long Dock Murris and Kasey	3,128,257 5,840,805 1,829,473 5,042,163 800,000 1,626,987	424,700 126,000	6,000,000 57,000	3,798,400 976,843	2,082,000 8,880,000 1,032,076 8,186,000 1,488,121 840,000	83,641 175,000	5,580,981	60.2 64.0	488,871 1 163,703	-	162,841 783,950 54,902 710,896	10	
Dec. 60	33,8 21,3 13,5 15,0 18,7			730	2		17	New Jorsey Northern New Jersey Paterson and Hudson Paterson and Ramapo Warren Warren West Jersey	3,589,031 365,344 630,000 350,000 1,740,718 280,278	894,228	1,266,837	3,749,000 154,157 630,000 248,225 1,140,800	95,000 600,000		5,312,019	33.8	522,781 1	,113,882	58,400 24,440 112,441	8	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asisrick (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenancea." A dask (-) signifies "nil."

Running data (----) signify "not accordanced." Land-Grant Railroads are in "italica."

1.	Ra	ilroa	d.	10 8	Equ	iipn	ent.	and male	to himso			of Balanc				nol.	000	Karni	nga	
.	-	id.	Bud	green	4	Ce	ars.	ATT HOME	Proper	ty and A	ssets.	L	iabilities.		tal,	d, et	by logo trains	EN		1
	Main Line.	Lateral and Branch Lines	2nd Track s Sidings.	Road in progree projected.	Engines.	Passenger.	Freight, etc.	Companies,	Railroad and Appurten- ances.	Rolling- Stock.	Invested in foreign works.	Share Capl- tal paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance To incl. all of assets and bilities.	Road operat	Mileage run b motives with	Gross.	Net,	Dividends.
10.0	M.	M.	M.	M.	No	No	No.	V V				8			8	M.	M.		1	р. с.
p. '60 p. '60		_	- 0.0	140.0		12		NEW YORK. Albany and Susquehanna	548,221	100,000		507,957 439,005	1.575.099	46,139		-	r. by Re	ns. & S	awat	22.7
p. 160	32,9 38,3	_	3.3 44.0		-		_	Albany and Vermont Albany and West Stockbridge	2.389.559			1,000,000	1,389,559	50,000	2,389,559	ope	E by W 40,670	estern. 72,458	36,609	6
p. 160 p. 160	34.9 14.8		2.6 1.6	73.6	4	6	- 39	Black River and Utica	1,156,269 496,661			822,371 250,000	745,500 220,000	7,121	470,000	14.8	22,712	34,310	19,886	01
p. '60 p. '60	14.5 24.7	0.9	7.0	5.5		28 158		Brooklyn Central and Jamaica Brooklyn City	546,372 926,356		1001	1,000,000	85,000	42,102 130,000	1,130,000	24.7	2,904,887	68,676 520,855	28,168 110,896	8
	142.0 68.3	_	14.4	18.5	28 28	32 34	402 327	Brooklyn City	3,163,766 2,267,158		210,100	680,000 1.950,950	2,413,516 1,049,000	201,682 27,546			568,448 817,850	580,000 911,020	242,954 498,047	10
p. '60 p. '60	34.6 17.4	_	38.1 2.1	_	-	-	-	Cavuga and Susquehanna	719.050			343,500 380,000	300,000 70,000	75,550		39,6		57,649	10,427 24,000	6
p. '60	46.8	_	2,9	_	10	8	83	Chemung Elmira, Jefferson & Canand.	500,000	-		500,000	10,000		500,00	ope	r. by Er	ie.	30,000	
p. '60 p. '60	17.3 144.0		3.0 115.1	_		107	554	Hudson River	10,618,073	1,182,372		175,000 3,758,466		182,100	175,00	_ 150,0	967,065	2,047,145		-
p. '60 p. '60	84,0	2,5 258,1	10.8	_	211	237	126	New York Central	2,077,132	489,138	963 331	1,852,716 24,000,000	14.332.523	12,28 127,37	5 40,638,44	7 655.9	3.945,128	6,957,241	119,454 2,678,400	6
p. '60		19.0	282.5 29.6	_	219	194	2,760	New York and Erie New York and Harlem	31,148,018	4,172,192	1,311,385	11,000,000 5,717,190	25,326,505	2,074,79	5 38,401,30	0 495.0 152.9	3,019,000	5,180,321 1,142,851	1,827,406	
p. '60	8.0		20,0	_	2		8	New York and Flushing	244,412	34,756	3	120,000		6,000	261,00	0 8.0	40,880	36,352	26,346	
p. '60 p. '60	99.0	3.8	17.7		28	14	578	Niagara Bridge and Canand Northern (Ogdensburg)	1,000,000	3		1,000,000	3,077,000		4,577,00	0 121.8	r. by Ce 395,128	458,912		
p. '60 p. '60	35.9 75.4	_	2.2		7		38	Northern (Ogdensburg) Oswego and Syracuse Pottsdam and Watertown Reneselaer and Saratoga	791,000		7	396,340 665,419	213,500 1,000,000		D	35.8	69,759			8
p. '60 p. '60	25,2		2,0 1.2	-	5	13	70	Rensselaer and Saratoga Rochester and Genesee Valley	755,124 654,02	157,04		610,000 557,560	140,000	750,00	0	59.2	119,326 r. by B.,	269,353 N. Y. &	131,52	5 6
D. '60	18,0	-	1.0		-	1	-	Sacketts Harbor, Rome & N.Y	70,46	1,050	0	10,305	-	61,21	3 71,51	8 18.0	3,365 r.by Ren	634		4
p. '60 p. '60	40.8			-	9	11	84	Saratoga and Schenectady Saratoga and Whitehall	820,513	81,16		300,000 500,000	378,000			47.3	114,731	175,604	60,11	3
p. '60 p. '60	13.0 81.3		7.6		- 2			Staten Island	251,38	36,44	3	1,200,130	162,087		5	81.0		15,720 227,488	139,81	7
p. '60 p. '60	31.9	-	8.5		10			Troy and Boston Troy and Greenbush	1,366,32	6 168,43		605,911	806,500		5	112.0	280,643 r. b.Hud	312,066 River		1 6
p. '60	2.1		21		_	-	-	Troy Union	752,60	1		30,000	680,000		0	_ ope	r. by oth	er Co's.		
p. '60 p. '60	96.7		11.0	10.0	17	11	28	Warwick Valley Watertown and Rome	1,948,64		4	54,500 - 1,499,000				96.	212,235	351,167	178,06	7 10
ay,'60	94.9	_	6.4					NOBTH CAROLINA. Atlantic and North Carolina	2,157,50	3 *	-	1,545,22	400,000	276,37	2 2,419,40	1 94		103,953	35,57	2
. '58 '59	223.0	-		-				North Carolina	4,235,00	0 *		- 4,000,000 973,300				223.	0	206,917	108,54	i
p. '60	161.5	15.6		-	- 23			2 Wilmington and Manchester	_ 2,632,73	7 *	232,90	0 1,130,470	1,045,000	51,30	2,934,50 3,114,90	09 171.	9	469,458	219,68	8-
p. '59 ar. '60	81.0	3.0		192.	5 24	02	14	Wilmington and Weldon Western North Carolina	2,869,22		107,00		2	70,86	364,0	72 -	020,000	211,00	20,20	
. '58	_	_	_				-	OHIO. Atlantic and Great Western.	613,23	1		866,931		77,28			2 0.0			101
ec. '59 ug. '59	118.2				- 17			8 Bellefontaine and Indiana 8 Central Ohio	3,088,21 5,579,50		0 106,13			64,25				286,368	71,35	6 -
ar. '61 ec. '60	60.3	3	-	69.	- 22		43	2 Cine., Hamilton and Dayton. Cine. and Indianapolis June.	2,648,29						3,708,3	92 198.	382,98	644,229	282,70	0 '
ay, '59	131.	3		31.	0 16		33	2 Cinc., Wilmington and Zanes	v. 6,250,84	1 *	OF 40	2,441,17	6 3,032,00 0 38,00	0 228,9° 0 8,2		131.	8 804,16	190,74		
ec. '60	67.0	0	-	18,		2 1	1 25	9 Cleveland, Columbus and Cin 1 Cleveland and Mahoning	2,500,01	7 268,30	298,97	1 1,155,15	2 1,693,30	0 304,1		20 67.	0 230,46	369,84	238,00	3-
ec. '60 ov. '58	95.4	102	2 37.5		- 30 - 45		2 47	Clev., Painesville & Ashtabul Cleveland and Pittsburg	a 3,221,63 9,320,28		541,50	3,000,00 - 3,942,36		5 653.8	21 9,661,1	96. 02 203.	5 646,41	1,063,40	3 832,09	8
ay '61 ec. '58	109.	2 79.		-	0 3		6 40	O Cleveland and Toledo	6 607 17		89,29	8 3,343,80 - 369,67			13 7,612,4 86		5 75,12	919,97		
ec. '58	72	0 -	-	- 81.	.0	6	9 10	9 Clev., Zanesville and Cincin. 3 Columbus and Indianapolis — Columbus and Xenia.	2,555,00 1,376,25	00 *	09 112,73	750,00	0 1,600,00	0 205,0	00	- 72		84,00	170,78	
ov. '58 [ar. '6]	144.	0 -	10.					. Dayton and Michigan	0,001,01	11 112,6	4,80	0 2,195,76	2 2,521,70	0 850,8	24 5,241,8	12 144.	0	375,00 62,02	2 212,10	7
ug. '60 ug. '58	36.			419	.0	8	2 2	Dayton and Western Dayton, Xenia and Belpre	860.49	96 *		- 307,24 - 437,83	8 422,65	8		16.	0 40,06	4 64,00	0 83,00	00
ec. '60 '59	0 45.	0		84	-	6	6 7	2 Eaton and Hamilton Fremont and Indiana	1,101,74	14 79,0	62,63	469,76	2 728,85		94 1,358,8	67 46.	0	152,32	1 0 00	1
ug. '58 lov. '58	8 32	0		34	-		5 6	8 Greenville and Miami	888,00			- 300,00 - 118,86	50 00	0 3.9	65	13	0 24.00			
lov. '5	81 83.	5 -	37.	8 -	- 3	9 3	2 60	2 Little Miami	3,451,1	785,8		7 2,981,29	3 1,899,00	0 34,1	96 4,709,1 20 13,202,2	37 138	0 637,83 4 556,73	5 1,200,49	9 341,59	01
ec. '5	1 192.	8 21.		: =	- 4	8 3	1 8	Marietta and Cincinnati 8 Ohio and Mississippi	18 635 6	88 *	574,00	6,584,68	9,880,00	0 2,330,0	30 18,794,7	21 192	d	898,81		
ug. '5	8 117 1 153.	0 8, 9 52		: =			6 2	38 Pittsburg, Columbus and Ci 31 Sandusky, Dayton and Cinc, 36 Sandusky, Mansfield & New 34 Scioto and Hocking Valley.	n. 4,772,91 3,988,2	78 605,9	00 219,80	- 1,906,73 54 2,697,09	0 2,613,38	4 140,9	15 06 5,523,1	35 205	9 452.63	5 450,24	5 58,58	
lec. '6'	0 116.	0 9		79.4	- 1		8 2	06 Sandusky, Mansfield & New 34 Scioto and Hocking Valley.	2,309,1: 1,103,9	25 * 75 *.		- 848,77 - 403,97	1,385,20 5 500,00	0 132,0		76 125	6 70,00	. 185,93 0 110,20	0 58,10	
ov. '5 ug. '5 ov. '5	8 19.	5 -		- 23	.5 -			- Springfield and Columbus 82 Springfield, Mt. Vern. & Pitts	040,0	00		- 193,00 - 1,000,00	150,00	3,5	00 346,0	00 or	e r. by C	O. & C		100
ng. '6	0 243	0 -	- :::				18 5	Toledo, Wabash and Wester PENNSYLVANIA.	rn 8,019,5		17,6			488,2	8,498,9	47 250		981 70	2 373,7	72 -
an. '6				0 136			6	97 Alleghany Valley					378,48	62,6	24	45	0 61,63	4 94,34	2 45,10	51
lug. '5	9 20 63	5 -	- 23 - 3			15 22 1	2 1,0	05 Beaver Meadow 00 Catawissa	3,403,5	00 *	00	- 1,410,90 - 3,350,00	2,00 53,50	00	1,412,9	146	.0	811,20		-
dep. '6	0 52	5 2	- 3	,2 -		11	8	86 Cumberland Valley	1.192.1		106,1	756,90	270,50	00 48,3 16 733,6	1,296,0 122 11,680,3	668 52 357 202	.0	182,67 2,191,33	3 116,8 6 1,316,6	
Nov. '5	9 36	.8 -	- 2	3 -		3	3 -	22 Del., Lackawanna and West East Pennsylvania Erie and Northeast	900,0	00 16,6		- 386,12 - 600,00	21 365,50	188,5	15 940,1	36 36	e r. b.Bu	-		1
lep. '5 Aug. '6	9 18		6 21			-	-	Harrisburg and Lancaster	1,882,5	55	-	1,087,10	661,00		1,883,	343 55	5	436,28	7 153,3	34
Aug. 6 Aug. 5 Sep. 6 Nov. 6 Nov. 6 Nov. 8 Nov. 8 Jun. 6	9 32	9 11	.3 4	.6 -	_	8	3 1,0	Harrisburg and Lancaster 17 Hempfield 00 Huntingdon and Broad Top	1,388,1	24 *	-	- 1,809,56 - 425,01	1,000,00	206,5	50 1.631.	65 42	2	84.01	7 8,4	13 -
Nov. 16	9 68	.9 -		2 1		101	6 3	18 Lackawanna and Bloomghn	PO 2.057.3	03 107,0	00	- 710,00 - 1,966,38	50 1,500,00	00		45	7 183,50		8 342,0	39
Nov. 'E	59 28	0.0	0 13			9 -		Lehigh Valley Little Schuylkill Lehigh Coal and Navigation	3,299,6 1,380,0	00 *	4,455,0	- 2,256,10	00 942,50	85,0	32 9,291,1	00 or	e r. by C		£	-
Nov.	59 24	5 74	.8 45		1.5					28 266,8	38	2,800,00	00		2,991,1	50 72	3	_ 556,19	2 879,9	76
			3.1 391	7 -	_ 2	05 1	24 2,6	28) Mine Hill and Schuylk, Hav 04 North Pennsylvania	5,458,8 23,581,1	58 3,065.2	99 3,474.5	3,155,8° 45 13,261,90	80 17,163,94	17 867,4	89 32,407,1	21 428	0 8,476,81	2 5,932,70	1 2,296,4	02
Sep.	59 12	7.0	7.0	0.3 6	7.0	16	1	Phila, and Baltimore Central	264,0 0 1,422,9	00 10,0 77 228,	100	1,208,50		104,7	20 1,742,	333 24	.0	1,68 288,66	7 157,1	04
Nov 1	60 14	3.0	1.0 61	1.0	-1	45	64 6,6	Phila, Germant'n & Norris 96 Philadelphia and Reading Philadelphia and Trenton 11 Phila, Wilmington and Bal	20,860,4	12 3,174,1	72 127,3	04 11,548,9 — 1,000,0	29 12,008,1	50	24,853,8	151	oper. b	3,312,54	6 1,625,9	00

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An enterice (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Rallroad and Appurtenances." A dash (—) signifies "nil.

Running data (.....) signify "not ascertained." Land-Grant Railroads are in "italice."

So U. U. U. U. U. U. U. U. Tre

Cl Cl Cl D. Ga

1	B	ailro	nd.	6				age - Innië ernale	10 1500	W/A	Abstra	et of Bala	nce Sheet		1-	Inol.	la de	Earnings.		-	T
3		ned.	pue	pare	200	0	ATS	A STATE OF THE STA	Prop	erty and .	Assets.		Liabilitie	6.	other	ted,	by loco	1 6	5		29766
Years ending.	Main Line.	Lateral a Branch Li	2nd Track Sidings.	Road in proper	Engines.	Passenger.	Freight, etc	Companies	Railroad and Appurten-	Rolling Stock	Invested in foreign works.	Share Capi- tal paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance To incl. all of assets and bilities.	Road opera	Mileage run b motives with	Gross.	Net.	Dividends.	Price of
2427	M.	M.	M.	1			No.	PRENBYLVANIA, (Continued.)	8					8	\$ 0.000 000	M.	1	. \$	29,69	1	c. p.
31 Oct. '60 30 Jun. '61 30 Sep. '59	167.5	-	8.2 68.7	11.0	104	80	1,261	Pittsburg and Connellsville Pittsburg and Steubenville	2,724,80 17,479,90 1,947,46	81,130	31,40	- 1.755,826 8 6,266,36 - 1,221,27	7 10,192,15								
30 Sep. '59 30 Sep. '59	9.2	16.8		=	7	7	26	Pittaburg and Sieubenville Schuylkill and Susquehanna Schuylkill Valley Shamokin Valley & Pottaville Sunbury (Phila.) and Erie	1,258,70 573,61	6 *	000.00	- 1,258,700 - 568,150	97,00	0	1,355,700 573,610	8 24.	5	34,501 96,227	29,60 54,58		- ·
31 Mar. '61 31 Dec. '59 30 Nov. '59	148.0 29.6	-	20.0	140.0	8	3	127	Shamokin Valley & Pottsville Sunbury (Phila.) and Erie Tioga	1,241,48 6,393,71 703,34	2 107,252	2	4 864,450 - 4,506,920 - 97,550	0 4,369,07	861,271	1,724,22 10,1 ₆ 9,860	148.	6	114,126	61,84 47,00	7 6	3
30 Sep. '59 30 Sep. '60	26.4	=	6.0	=	8 4 16	11	9 125	Westchester and Philadelphia Williamsport and Elmira RHODE ISLAND.	1,410,63 4,050,31	8 74,677		- 682,170 - 1,500,000	944,16	52,434	1,679,301	26.		125,597 8 238,420			= -
31 Aug. '58 80 Nov. '58	50.0 13.6	=	2.0 0.5		9	13	84	N. Y., Providence and Boston Providence, Warren & Bristol SOUTH CAROLINA.	2,158,000 434,690			1,508,000			2,158,000	b0.0	0 147,237 6 23,514				
1 Dec. '58	18.2	1.5	****	182.4 47.4	24	3	26 21	SOUTH CAROLINA. Blue Ridge Charleston and Savannah	2,126,539 801,61		250,000	1,916,518		197.905	2,134,092 1,099,536						-
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina, Cheraw and Darlington	1,719,044	*		- 1,201,000 - 400,000	384,000)		109.	8	283,263	****	-	-
1 Jan. '59 11 Aug. '58 11 July '58	1 22.0	-	****	30 T				Greenville and Columbia Kings Mountain Laurens	2,439,769 196,230 543,400			1,429,008 200,000 400,000)		2,919,554 200,000 575,729	22.	5		125,87	_ 5	
18 Feb. '59 1 Dec. '60	102.0 136.0	-			62	59		North-Eastern South Carolina Spartanburg and Union	201165	*		985,748		108,172	2,057,325	102.0	0	220,014 1,499,636	96,14	5 -	-
1 July '58 0 Sep. '60			****	41.9				Spartanburg and Union TENNESSEE. Central Southern (Tenn.)	1,021,439			505,214	514,000	99,110	1,137,707	47.6		29,967	19,18	_	_
859	80.0	=	1.8	17.0		10						- 333,204 - 1,289,673	612,000	60,900		30,0 140,0 130,8		318,718	187,466	6 -	
869 860 859	271.6	19.4 16.0	8,0 20,0 20,0	3.9	10 43 9	10 37 5	667	Memphis and Charleston Memphis and Charleston	2,310,033 5,866,578 2,259,267	878,069		536,654 3,809,949 570,000	2,659,000	260,112	7,627,797			297,806 1,635,096			
859	100.0 59.0	_	30.6	55.8 40.1	7	5	119	Memphis, Clarkesv. & Louisv. Mississippi and Tennessee	2,000,000 1,137,400	100,500		298,721 798,285	740,000 554,949	319,518	*********	59.4			60,029		= ==
359 359 Nov. '60	47.4 34.2 149.7	44.0	7.0 7.9		12 39	5 2 17	81	Edgefield and Kentucky East Tennessee and Georgia. East Tennessee and Virginia . Memphis and Charleston	892,710 533,807 3,632,882	56,816		817,447 144,894 2,056,544	406,000	5,000		47.4 34.2 159.0	30,065		44,666 13,892 337,384	2	-
60	45.8		4.2	11.7	5	5	32	Nashville and Northwestern Tennessee and Alabama	76,016			595,922	860,000	204,544		45.8		127,953	87,243	=	-
59	30.0		0.6	8.0				Winchester and Alabama Texas, (all aided by State). Buffalo Bayou, Braz.& Col'r'do				216,962	413,000	400,411		30.0		1,248			
'58 '60 May '60	56 0 50.0 70.0	\equiv	1.5	75.0 280.0	2	1 5	40	Houston and Brazoria	1,250,000			275-000		171,560		56.0 50.0 70.0			196,568		
May '60 '59 '59	25.0 28.0			10.0	-		8	Houston and Texas Central Ean Antonio & Mexican Gulf. Southern Pacific	4,232,345			455,000	975,000		*********	25.0 28.0		202,010	200,000	=	-
May, '61 Aug. '60	90.7		8.6 13.0	19.6	8 26	8	- 1	VERMONT.				1,280,400 2,233,376		60 589	6,385,045	90.7	118,219 349 440		92,683 113,318		- 8
Aug. '60 Aug. '60	62.0 119.0		20.0		10	6 28	885	Vermont Central	8,402,055	*		950,000		1,423,299	10,276,299	62,0 166.0	142,839 706,817	150,318 775,569	30,288 127,727		-
Aug. '60 Aug. '60 Aug. '60	23.7	10.5	2.8 0.7		3	4	48	Vermont and CanadaVermont Valley Western Vermont	1,350,695 1,212,274 1,083,500			1,350,000 516,164 832,000	793,200		1,380,695	ope 23.7	r. by Vt. 47,950	Central 45,930	8,522 55,858		9
Aug. '59	41.3			22.1				VIRGINIA.		42,000		1,403,018	700,000 36,188	88,131	1,534,194			-		_	-
	77.8	8.9	4.8	05.6	5 8-	5	75	Manassas Gap Norfolk and Petersburg	2,942,548 2,006,873	210,680 122,156	,	2,969,861 1,500,124 468,605	775,500 590,610 5,719,229	118,789 155,161	9 months	113.7 79.2	47,702		43,062 16,332 loss		-
Sep. '60 Sep. '59	88.3 123.3	10.1	10,0	_	16	13	279 1	Northwestern Virginia Drange and Alexandria Petersburg and Lynchburg	3,040,636	374,996		2,063,655 1,365,300	2,517,500	292,842	4,745,256	133.4	210,040	450,427 410,166	222,214 201,344	-	-
Sep. '59 Sep. '60 Sep. '59	140.5	21.8	120	100	28	17 30 10	418	Richmond and Danville	1,223,526 8,726,037 1,985,579		52,800	883,200 1,981,197 1,041,880	102,500 1,200,000 643,960	5,799 75 908 96,828	1,486,527 6,753,655	80.5 143.2 78.6	224,014	326,554 560,904 279,945	213,852 282,328 145,385	-	5 7
Sep. '59 Sep. '59 Jan. '60	22.2	2.8	8.1	14.6	10 2-	7	188 H	Richmond and Petersburg	1,222,523 704,840			835,750 657,812	204,808 85,000	26,853		43.5 23.7	1,058,054 12,542	163,753	79,585	6	
Jan, '60 Sep. '60 Jun, '60	178.2		21.8	7.0	27	11 19 27	228 V	Jeaboard and Roanoke Virginia Central Virginia and Tennessee	1,469,246 4,952,753 5,994,259	541,197 838,475	1,200 33,948 2,400	844,200 3,162,754 8,452,813	472,811 1,480,592 8,265,000	52,929	1,639,648 4,832,929 10,233,271	195.0	280 968	240,446 634,081 740,489	121,053 359,130 347,957		4
Sep. '59	82.0		2.5		5	4	49,7	Winchester and Potomac Wisconsin.	516,830	59,000	2,100	300,000	120,000	24,736		32.0		49,971	14,469	-	-
Dec. '59 Mar. '59 Dec. '58	100 8		201	21.0	8	10		Kenosha and Rockford Milwaukee and Minnesota Illwaukee and Chicago	1,500,000	55,000	23,304	800,000 10,872,000 1,000,000	700,000 10,414,066 600,000	996,587	2,282,653 1,908,555	55.0 199.8 40.0	74,243	492,454 159,456	82,182		
Dec. '60	42.0 191.9	-	28.3	-			A	dilwankee and Horicon Milw kee and Prairie du Chien	919,757 7,500,000	:		1,101,200 4,944,000	2,556,000		7,500,000	42,0 234,4	10 mos.	60,066 883,186	439,943	=	1
May, '61 '58	104.0	-		85.0 88.8 55.0	8	7	321 F	dilw., Watertown & Baraboo tacine and Mississippi Visconsin Central	814,238 8,802,016 600,000	•		345,861 2,705,720	132,000 1,417,000	1,085,328	5,692,471 operated	50.0 104.0 by	228,627	121,401 220,850 er Vall.	68,438		
July '59	158.5				26	24			2,884,887	740,870	1	3,715,762	187,366		4,010,195	158.5 81.0	363,213 166,245			-	11
'59	81.0 87.0 824.0	11.0		72.0 78.0 2	16 2 04 1	24 17 2 30 2	17 E	fontreal and Champlain Brockville and Ottawa Frand Trunk	6,651,084	*		15,603,128			6,954,261	48.0 761.0	2,049,997		4,000		12 38
- '69 - '59	229.0 1 24.0	28,0			2	24	921 L	ondon and Port Stanley		*		14,054,908	8,480,849			357.0 24.0 96.6	1,360,900 37,081 254,530			8	
'50	95.0 54.0 25.0				5 4-	8	118 0	Velland		****						54.0 25.0	89,222				
Oot. '60 1	108.0	0.9	12.0	14	12	18	236 E	NEW BRUNSWICK.	4,085,500	326,164 102,388		4,451,012	13,100		4,451,012 1 1,799,282		193,683	116,225 132,555	41,985		
July,'61	81.8	190	00	00.1		E	100	Tow Brunswick and Canada. Nova Scotia.	1,402,748	102,308		1,380,000	10,100	100,000	-,100,202	61.6		202,000	86,670		4
Dec 140	48.7	G.	\$8	Jage	3 3 1	0	0016	NEW GRAHADA.	8,000,000		708,000	4,976,000	2,400,288	44,000	0,302,828			,550,878	,986,181	12	115

W W RA-					
New York Sto Sale Prices for the we Th.8.	ek en	iding	Oct.	9, 186	
		phen	or action	111111111111111111111111111111111111111	8 14
U. S. 58, 1874 814	****	82	821	824	82
U. S. 68, 1881 92	92	87± 92	874 924	921	92
U. S. 5s., 1871	904	95‡	96	96	96
U. S. 6s, 1868	****				
Treas. 12 p. c. notes 100g	991		998	99#	99
California 78 82	-003	82	- 11	17	83
Georgia 68	****	04		****	
Illinois 6s	801				
" Coupon b's,'70		80		84	84
Indiana 5s	****	****		02	79
Kentucky 6s Louisiana 6s		76	57		76
Maryland os			83		88
Michigan 6s 7s	****		co		
Minnesota 86	43	425	43	43	44
Missouri 6s	464	464		46	98
New York 6s, 1872 583	59				60
North Carolina 68 58½ South Carolina 68 89₺	****	604	89#	60 894	89
Ohio 6s	42	424	424	42	43
Virginia 68	451	454	47	****	47
Chicago, Burl. and Q. 62 Chicago and Rock Isl. 467	624	62‡ 48	63± 48±	63 48	68
Clev., Col. and Cin. 97				****	98
Clev., Col. and Cin 97 Clev. and Pittsburg 30§ Del., Lack. and West Galena and Chicago 69§	12 32	12± 32±	12h 33	334	20
Del., Lack, and West	701	70	711	71	7
Hudson River 34 Illinois Central (scrip) 66	34	34	36	364	3
Illinois Central (scrip) 664 Indianapolis and Cinc	664	67	674	67	6
Michigan Central 434 M. S. and N. I. guar'd, 32	43 [‡] 32	43‡ 33	46	46	3
M. S. and N. I. guard, 32 M. S. and N. I. Mil. and P. du Chien _ 18	14	15	164	35# 16#	1
Mil. and P. du Chien _ 18 M. and P. du C. 1st pref. 73\(\frac{1}{2}\)	18	****	18	184 73	1
New Jersey Central.		****	****		
New York Central 74%	75%	75	764	76	7
Erie pref 45	28	28	29# 48	294	3
Erie Assessment Scrip	101				7
N. York and Harlem. 104 N. Y. and H. "pref."	101	26	27	111 274	2
Panama 119	118	118	1161 36	117 36	111
Panama 119 Phila, and Reading 119 Phila, and Reading 119 Rathroad Bonds: — Buff, N. Y. & Erie 1 M. — Chic, and N. W. 18t M. — " 2d M. — " 8 F. — Cl. & Tol. S. F. 7 p. c. 785 74 Chi., Bur, and Q. 8 p. c. —				••	
Buff., N. Y. & Erie 1 M			38	384	3
" 2d M				****	-
Cl. & Tol. S. F. 7 p.c. '85 74				75	-
Cl. & Tol. S. F. 7 p.c. '85 74 Chi., Bur. and Q. 8 p.c. Chi. and R. I. 1st M. '70 D.L.&W. 1M. 8p.c. '71-5 '2 M. 8p.c. '81 Gal. and Ch. 1M. 8p.c. '63	****	92	925	****	-
D.L.&W.1M.8p.c.'71-5	****			***	••
Gal.and Ch.1M.8p.c.'68					-
2M.8p.c. 75			****		
Hann. & St.J. 1 M. 8s Hudson R. 1 M. 7p.c.'69					
3M.7p.c.'60	****				
			874	88	-
" 6p.c.'75	87	x 874	874	88	
L. Erie & Wab. I M.	32	65	66		
Illinois Centr.7 p.c. 75					
Mich. Cen. S. F. 8 p.c. '82				****	***
Mich. Cen. S. F. 8 p. c. 782 " conv. 8 p. 0. 769 Mich. Southern 1st M " 2d M " 8. F M. 8. & N. I. 1 M. S. F 2 M. 8	943		94 82	****	9
" " 2d M			****	784	7
M.S.& N.I. 1 M. S. F	77			-	
Northern Trid 136 01			81	814	
N. J. Central 1st M N. V. C. 6p. a contice 283	****	****	****		-
" 2d M			****		
			92		
N.Y.&E 1 M 7 2 2 167			103	103	-
2 M. 7 p.c. 79 99			001		
3 M. 7 p.c. '83	70	****	854 71	71	
5 M. 7 p. c. '83	****	95			
" 7p.e.'71					
N.Y. & H.1 M.7n c.78			****		9
4 2 M. 7p.c.'64	****		****		
" 1 M. 7 p.c. '64	****		00		
Penn's Coal Co.		****		****	
Pacific Mail S. S. Co. 92	914	91	91	- 904	9

The	following	are	the	closing	prices	in	the
London	Market o	n the	a 26t	h Septer	nber:	eus	192

United States 5s, 1874	72	to	73
Virginia 68	47	46	48
Erie shares, ex assessment scrip	224	66	234
Erie shares, 7 per cent, preference	431	66	44
Erie shares, assessment scrip	14	- 65	2
Illinois Central 6s, 1875	78	65	80
Illinois Central 7s, 1875	80	46	81
Illinois Central \$100 shares, \$80 paid, dis	394	84	381
Illinois Central, all paid	58	88	60
Michigan Central 8s, Convertible, 1869	80	66	82
Michigan Central Sinking Fund 8s, 1832 . x.c.	82	66	84
Michigan South, and North. Indiana 78, 1885.	65	66	70
New York Central 68, 1883	83	44	85
New York Central 78, 1864	89	66	91
New York Central 78, 1876	91	44	93
New York Central 7s, 1876	91	44	93
New York Central \$100 shares	65	14	67
New York and Erie 7s, 1867	92	86	94
New York and Erie, 2d mort., 1859 x.c.	89	86	91
New York and Erie, 3d mort., '83, assented "	76	44	78
New York and Erie Bonds, 1862, '71, '75		84	
New York and Erie shares, assented		66	
Panama, 1st mortgage 7s, 1865	99	66	101
Panama, 2d mortgage 7s, 1872 x.c.	94	66	96
Pennsylvania Central 6s	85	66	87
Pennsylvania Central 2d mortgage	83	86	85
Pennsylvania Central \$50 3hares		66.	36
Philadelphia and Reading \$50 shares		64	20

American Railroad Journal.

Saturday, October 12, 1861.

Share and Money Market.

The Share Market the past week has been very buoyant, with an advance of three and four per cent, in Railway shares, and an improvement of the whole list. Governments are steadily better. The prices of these are the best index of public feeling. They have recovered some ten per cent. from the lowest per cent. they touched in April last. The advance in railroad shares is a systematic one, as they are still far below their usual prices, and as the roads have a prospect of an excellent winter business. Produce is moving for ward very rapidly, and business of all kinds is improving. Money remains very easy at the previous low rates. In reference to the general condition of the country, we make the following extracts from a late Circular of Samuel Hallett & Co. THE EFFECT OF THE EXPENDITURES OF GOV-ERNMENT UPON PRODUCTION AND TRADE.

In the lack of experience in this country, the result only can solve many of the great questions involved in the war. In a time of peace the annual expenditures of government have averaged less than \$200,000 per day. For the prosecution of the war, they are \$1,-000,000 daily. This extraordinary expenditure has been going on, say for 90 days, in which \$90,000,000 have been advanced from the capital of the country, without any appreciable effect upon the rates charged for money, without any embarrassments to the foreign or domestic trade, but, in fact, with a decided advantage to the latter. So far all fears of a stringency, or of the inability of the country to sustain the burden, have proved utterly groundless. The only question now raised is whether we can infer the future from the past, and whether we can prosecute the war ad libitum, to use the phrase, or till we increase our national debt to \$500,000,000 or \$1,000,-000,000, without interfering injuriously with the industries of our people, or with their commerce and trade.

Without extending our inquiries as to the

national debt for military purposes, there is no doubt that this debt, represented by the bonds and the promissory notes of government, has an effect similar to the addition of capital equal to their nominal value, either suddenly created, or imported from abroad. The government securities are capital to the person holding them, as much as gold and silver. They pay his debts, or may be the basis of any business enterprise. The creation of this debt only keeps pace with the sales made by the people to the government of food, clothing, munitions of war, and the time of the soldiers. It is to be issued, consequently, mainly against the future earnings of the country, and not against its past accumulations. Should the government advertise for tenders for the delivery of such articles, and of personal service, there is no doubt that the offers would exceed five times the whole present wants of government, or \$500,000,000 instead of \$100,000,000. This illustration states the case. So long, therefore, as our industries are unembarrassed, the debt created is a stimulus to them, rather than a burden. There seems to be no cause of apprehension that their freedom will be interfered with. Exchanges are so decidedly in our favor that the influx of specie must continue. The expenditures are all among ourselves, and the money returns by natural attraction to the great centres. Notwithstanding the amounts already paid by the banks, they are as able to lend to their customers as ever, while the rates were never lower. While the war has apparently no effect to absorb or exhaust capital to an injurious extent, the expenditures going on have already given a very decided impulse to our manufacturing industries and to trade. Everywhere are establishments being put in motion, while trade of all kinds is resuming something like its wonted volume. Our people have pretty well got over the shock caused by the outbreak of the rebellion, which of course, for a time, arrested nearly every business movement. But the great interest of the country, agriculture, was never more prosperous. The farmer was never better able to buy, and with the existence of all the means for an active trade, it can not long remain in abev-

The apprehension now expressed by our more conservative bankers is not on account of a stagnation from scarcity of capital, but of an injurious expansion of the currency, with its usual accompaniments, speculation and overtrading. Such fear we believe to be, for the present, at least, without sufficient foundation.

FOREIGN EXPORTS AND IMPORTS.

One of the most favorable features in our present emergency is the condition of our foreign commerce. We have exported from the port of New York, for the first 9 months of the present year, domestic produce to the amount of \$98,571,819, against \$72,503,258 for 1860. We have imported \$42,306,000 of gold and silver against \$951,000 for 1860, and ultimate consequences of the creation of a large exported \$3,279,000 against \$31,043,000 for

1860. The change in specie in our favor has been equal to \$71,014,000. We have, in the meantime, received from California \$27,208,-000, increasing, with importations, our specie reserve equal to \$66,713,000 over the amount in the country at the same time last year. We are still taking gold from abroad in payment for our exports, having reduced our imports for dry goods \$50,000,000, and the total imports in this port from \$186,848,360 in 1860 to \$101,372,730 in 1861, showing a decrease equal to \$85,520,639. The decrease for the year will be at least 50 per cent. Hence the great change in the direction of the current of the precious metals.

THE FOREIGN DEMAND FOR BREADSTUFF.

The best authorities in England and France put down the deficit in their respective crops to be such, that the former must import 64,-000,000, and the latter 80,000,000 bushels of grain, to have a supply equal to ordinary consumption. This is at the rate of nearly 3,000,-000 bushels weekly up to the year ending August 31, 1862. The United States is looked to, to make up the greater part of the deficit. Their crops would enable them to do much toward this, were not the movement of these soon to be checked by the closing of navigation on the great canal and the lakes. Enormous amounts, however, will come forward before winter sets in, while the railroads will be actively employed for the whole season. The ability to supply the demand is really only a matter of price. With rates sufficiently remunerating, almost the entire crop may be moved during the winter, even with the lakes closed by ice and the Mississippi by the blockade. We from 1839 to 1861, inclusive: shall discuss this interesting subject more at length in another issue.

Hartford and New Haven Railroad.

This company was chartered in Connecticut in May, 1833, with authority to construct a road from Hartford to New Haven, 361/4 miles. About one-half of the road between these points was opened for public use in 1838-the balance in 1839. On the 5th of April, 1839, a company was chartered in Massachusetts, under the title of the Hartford and Springfield Railroad Company, for the purpose of constructing the continuation of this road from the Connecticut State line to Springfield, Mass., a distance of 5.87 miles. This company was organized Oct. 6, 1841. In 1843, a contract was entered into between the Massachusetts and Connecticut Companies, whereby the latter agreed to construct the portion of the road lying in Massachusetts-the latter to own and control the same. Under this agreement its construction was immediately commenced, and early in December, 1844, the road was opened for public use. In 1847 the companies were consolidated under the authority contained in their respective charters. The organization in Massachusetts is only a matter of form for the preservation of its chartered privileges. Its original capital was \$800,000. The branch to Middletown, 9.75 miles, was chartered in 1844, and opened in March, 1850. In 1860, it was extended to the Connecticut river, about 1 mile.

The length of the main line, from New Have	
to Springfield, Mass, is	miles.
Middletown Branch 10.75	46
Junction to Hartford City 0.87	d by the b

Total, main line and branches ... 78.00 " Length of second track, 55 miles; sidings, etc., about 10 miles.

The total cost of road and equipment at the date of the last report, August 31, 1861, was \$3,398, 967 97. The capital stock authorized was \$2, 850,000, all of which has been paid in. The bonded indebtedness of the company consists of \$927,000 first mortgage 6 per cent. coupon bonds, dated January 1, 1853, and payable January 1 1883, interest payable semi-annually, Feb. 1, and Aug. 1, in New York.

The income account of the company for the years ending August 31, 1859, 1860 and 1861, is as follows:

			-
RECEIPT	s.		D
1859.	1860.	1861.	W
Bal. from prev. year. \$121,0	32 \$157,192	\$204,338	D
Passengers 396,5		405,335	C
Freight 283,7	13 320.854	262,169	
Rents, mails, etc 42,1		45,372	
	80		
Real estate sold		300	li
\$844,7	72 \$947,729	\$917,714	B
DISBURSEM	ENTS.	A.C. Carrier	
Operating expenses \$342 1	98 \$388,731	\$358,740	
Dividends paid 232,9	02 235,263	319,765	
Bonds redeemed			P
Interest 57.1			-
Miscellaneous 22,2			
Accounts due Co 33.0			g
			-

\$844,772 \$947,729 \$917,714

157,192 204,338 123,241

The following statement will show the cost, gross and net earnings, dividends and rate per cent.,

	Cost of	Mile-	Gross	Net		
* 1	road, etc.	age.	earnings,	earn'gs.	Divi'd. p	D. C.
	. \$729,606	18.13	\$31,933	\$20,433	nil	nil
'40	851,121	36.22	65,147	41,995	66	6.6
'41	866,336	36.22	91,305	62,035	\$24,000	3
'42.	960,963	36.22	90,760	60,331	32,000	4
'43.	969,049	36.22	89,294	56,486	27,000	3
344.	1,138,921	36.22	99,632	66,899	40,000	4
'45.	1,621,720	61.75	183,834	121,122	72,000	6
'46.	1,690,260	61.75	228,611	139,424	86,865	7
'47.	2,109,865	61.75	324,725	194,299	111,060	8
'48.	2,354,813	61.75	430,212	284,544	136,000	
'49.	2,405,313	61.75	432,803	290,402	160,000	
	2,631,541	72.01	490,930	294.476	235,000	
	2.742,245	72.01	556,004	820,998	352,500	
'52.	.2,905,589	72,01		332,223	235,000	
	.3,164,832	72.01	639,528	335,248	235,000	
	.3,295,636	72.01		358,891	235,000	
	.3,318,932	72.01		357,799	235,000	
	.3,329,377	72.01		337,239	252,500	
	.3,329,601	72.01		396,258	235,000	
	.3,320,668				235,000	
	.3,362,019		723,460		235,000	
	3,272,446		790,537		235,000	
	.3,398,968				329,000	

The above statement is for 23 years. The aggregate earnings during that time have been \$10,-197,766, averaging \$442,512 per annum The expenses during the same time, exclusive of interest, have been \$4,704,569, averaging \$204,546. And the net earnings \$5,495,196, averaging \$238,-921. The dividends declared have amounted to \$3,837,925, equal to 185 per cent.—averaging \$166,866, or 8 per cent. per annum, on an average share capital of \$2,085,825. The average mileage during the same time has been 60.66, and the

average cost of road and appurtenances \$2,337,818. The following from the Ledger, presents a general statement of the affairs of the company Sep-

Anna	1859.	1860.	1861.
Capital stock \$2	,350,000	\$2,350,000	\$2,250,000
Bonds	964,000	936,000	927,000
Reserved fund	150,000	150,000	150,000
Contingent fund.	245,400	834,469	432,037
Div. unpaid	5,382	5,119	14,354
Profit and loss.	206,569	229,202	87,439
Credit to Tom- linson Bridge		- Amount	
Company	8,864	6,422	
Debts due by Co	2,217	2,398	13,356
8	3,932,432	\$4,013,510	\$3,975,087
Construction \$	3,108,019	\$3,118,446	
Middlet'n Ext'n.		*******	25 590
Real estate	62,727	62,728	62,428
Tomlinson Bridge	1.		
stock	102,889	102,889	102,889
Equipment	254,000	254,000	254,000
Wood, st'k & tools	132,503	121,305	123,702
Debt due Co	115,102	149,804	163,858
Cash on hand	157,192	204,338	123,242
\$	3,932,432	\$4,013,510	\$3,075,087
The miles run l	v engine	s has been	e follows:

The miles run by engines has been as follows: 1859 1860. 1861.

By passenger trains...209,500 218.814 234.654 freight trains 92,563 100.844 86.484 " other trains 12,700 6,285 2.253

Total 314,763 325,950 323,491 Passengers carried....486,772 544,975 499,888

The bond indebtedness of the company is being 27,933 gradually reduced. The original issue was 964. (\$964,000); of these, 28 were purchased in 1860, and 9 during the past year, leaving the number now outstanding 927. A dividend of 5 per cent. was paid Oct. 1, 1860, since then, quarterly dividends of 3 per cent, have been paid, making the total dividends declared and paid within the fiscal year ending Aug. 31, 1861, 14 per cent. A quarterly dividend of 3 per cent, has also been declared payable Oct. 1, 1861. Whether this rate of dividends shall be continued will of course depend upon the future receipts of the road.

The office of the company is at Hartford, Ct., the officers are:

President-CHARLES F. POND.

Directors-Charles F. Pond, Julius Catlin, Cornelius Vanderbilt, Henry Coit, Ezra C. Read, Chester W. Chapin, James S. Brooks, A. G. Hazard, Samuel H. Parsons.

Superintendent-E. M. REED. Secretary-S. P. CONNER.

Railroads in Tennessee.

Below we give a statement accompanying the last report made by the Railroad Commissioners, showing the cost of the roads of this State, with the amount of aid granted to each road. The bonds issued constitute a first lien on the roads. The several companies, with one or two inconsiderable exceptions, were able from their earnings to pay the interest on their bonds, relieving the State of all burden. No one had a better system before the rebellion.

In addition to the contingent debt for railroads, the State owes \$3,844,606, contracted many years since for Banks and other purposes. The total bonds now outstanding are about \$16,600,000.

1	NRCE ME	HANKER H
Totals	Totals Roads in progress. Memphis and Ohio Memphis, Glarksv. & Louisville Mobile and Ohio Edgefield and Kentucky Central Southern Nashville and Not thwestern Nashville and Not threstern Nashville and Little Rock	Roads Finished. Memphis and Charleston
	ogress. Ohio rksv. Hio rksv. Kentu ern d Jeffe North Little	shed. I Charle Ind Ten entral s I Chatte see and see and and Ala and Ma d Nash
	k Lonisvi cky reen western ock	ston nessee nooga Georgia. Virginia bama nchester rille
\$41,723,000	Totals	Cost 6,188,083 2,000,000 975,619 975,619 3,632,883 3,637,367 2,466,397 408,477 5,994,092 1,135,053
\$3,160,365	2,149,361 141,144 100,500 724,731 34,600 10,038	Cost of Equipment \$748,729 82,909 631,670 156,364 401,446 79,016
\$20,015,032	\$11,390,606 1,039,000 598,800 4,665,300 600,000 484,325 82,000 1,157,000	Subscrid, \$2,500,000 859,000 2,035,622 593,050 152,057 3,578,500 1,081,783
\$17,348,185	\$11,937,582 570,000 298,721 3,518,312 383,233 257,466 12,921 420,000	1 Stook. \$2,237,665 798,285 817,344 2,256,480 1,279,654 216,963 144,894 3,533,611 595,923
\$17,737,236	\$11,052,449 1,361,000 70,000 4,306,787 612,000 312,000 23,000	Funded D-bt. \$2,700,000 554,949 682,500 84,000 84,000 1,902,000 1,902,000 418,000 406,000
\$3,019,514		Floating Debt, \$443,616 \$19,518 \$22,389 21,770 200,000 390,407 6,000 426,381
\$4,437,126	\$3,433,579 150,015 844,171 9,359	*Heccipts, \$1,330,812 177,226 182,130 675,832 318,718 297,806 1,249 *4,7,615 *4,7,615
\$2,024,662	1,143,275 62,157 417,357 1,873	tures, tures, \$552,776 60,029 38,463 365,632 131,152 148,638 *19,830 *199,205
\$2,411,245	\$1,889,086 87,858 426,815 7,487	Net Earnings, \$778,036 117,226 14,667 310,200 187,566 149,168 *227,886 *228,857 47,579
\$6,136,000 \$1,064,000	\$7,934,000 1,305,000 568,000 1,185,000 470,000 442,000 1,40,000 1,675,000 350,000	Fig. 600 \$1,000,000 \$1,000,000 \$8,000 1,500,000 1,120,000 1,502,000 1,502,000 387,000 342,000 450,000 7775,000
1	\$895,000 200,000 150,000 104,000 230,000 80,000 100,000 200,000	Back and Grante JRoady, Bridges 1,000,000 \$100,000 \$8,000 100,000 11,500,000 100,000 1,500,000 100,000 1,500,000 80,000 87,000 80,000 775,000 80,000 775,000 80,000
16,031,000	\$8,829,000 1,506,000 718,000 1,289,000 522,000 240,000 1,875,000 850,000	d. Total. Total. \$1,000,000 98,000 1,850,000 1,802,000 467,000 550,000 560,000
\$12,712,000 2,158.48 1,329.88	\$8,721,000 1,427,000 370,000 774,000 622,000 325,000 123,000 350,000	**Total B'ds I Loaned, o \$1,100,000 98,000 1574,000 1,312,000 1,312,000 418,000 540,000 560,000
2,158.48	1,179.76 130.6 58.8 509.00 47.58 14.00 175.00	Length of roads, of roads, of solds,
,329.88	747.90 130.60 56.80 118.50 47.00 47.58 14.00 167.50	Do. in J Tenn. J 100.20 9.75 47.40 159.76 125.00 130.28 38.80 84.20 45.00
977.91	736,19 100,00 15,00 67,00 41,00 18,00	Finis'd fan.'60. 100.02 d 9.75 47.46 4 150.08 180.28 184.20 45.81
nade	appropriations to fo	ads given, the State our others as follows:

0

0

2

8

g

ıÌ

e

d

I

nas made appropr		ranted-	ita ionowa.
Lengt	th. to road	to	Total.
	bed.	bridges.	
Southwestern 6	0 \$600,000	\$200,000	\$800,000
Knoxv. & Ken . 6	630,000	100,000	730,000
Knoxv. & Char. 5	5 550,000		850,000
C.,C.G. & Charl. 9	940,000	20,000	1,140,000
27	2 2,720,000	800,000	3,520,000

None of these roads are yet sufficiently advanced to entitle their companies to any part of the

pany have a share capital subscribed of \$428,119, years compare as follows and \$171,398 paid in. The whole amount provided for by the State has been \$19,549,000, of which \$12,712,000 has been issued. There remains due to roads which have partly drawn their appropriations, \$3,319,000. The latter amount will be the only sums that will probably be called for under any circumstances.

Rates of Foreign Exchange.

The rates of Foreign Exchange, as quoted by N. BRANDT, Broker, No. 39 Exchange-place, for the steamer of 9th inst., were as follows: London-60 days' sight..... 1071/4 per cent. Paris-3 days' sight, per dollar ... 5f. 321/c. Amsterdam-60 days' sight, per 351/ac. 40½c. Bremen-60 days' sight, per rix dollar

Nesquehoning Valley Railroad.

We learn that most of the work of locating this road has been accomplished by the eagineers. Among other things, the company will drive a tunnel through the mountain from Panther Creek Valley into the Nesquehoning, at Breaker No. 7, which will make an outlet from Panther Creek to the Lebigh at Mauch Chunk by a descending grade all the way, and dispense with the stupendous machinery of the four inclined planes over the summit. The tunnel will be about 4,000 feet long, of which about one-third is alroady made, but requires enlargement. The chutes at Mauch Chunk will also be dispensed with, and pockets erected somewhere between the Northern Liberties and the landing. We believe it is yet undecided whether a bridge will be erected at Northern Liberties, or whether the road will be located on this side of the river, to connect with the Lehigh Valley below the bridge down in the Narrows .- Mauch Chunk Gazette, Sept. 26.

The Cotton Crops of the United States.

The New York Shipping and Commercial List has published in circular form its annual statement of the Cotton crop of the United States for the year ending Aug. 1. Annexed is a synopsis:

-	1861.	1860.	1859.
	Bales.	Bales.	Bales.
Louisiana	1,751,599	2,139,425	1,669,274
Alabama	546,794	843,012	804,406
Texas	144,447	252,424	192 043
Florida	121,172	192,724	173,484
Georgia	477,584	525,219	475,788
South Carolina	336,339	510,109	480,653
North Carolina	56,295	41,194	37,482
Virginia	78,132	56,987	33,011
Tennessee, &c	143,424	108,676	85,321
Total crop U. S.	3,656,086	4,669,770	3,851,481
Decrease from cro	n of 1960		Bales. .1,013,684
If it it			
Increase over "			
increase over			
The even for the	a last sich	toen weems	was as fol

The crop for the last eighteen years was as fol-

IOW8:	
Bales.	Bales.
1860-61 3,656,086	1851-52 3,015,029
1859-604,669,770	1850-51 2,355,257
1858-593,851,481	1849-50 2,096,700
1857-583,113,962	1848-49 2,723,590
1856-572,939,519	
1855-563,527,845	
1854-552,847,839	1845-46 2,100,53
1853-542,930,027	1844-45 2,394,500
1852-538,262,882	1848-442,030,409

State loan. The Knoxville and Kentucky Com- The exports to foreign ports for the past two

-1-1-1	1861. Bales.	1860. Bales.	Dec. Bales.
To Great Britain		2,669,432	494,207
To France	578,063	589,587	11,524
To N. of Europe	216,250	295,072	
To other ports	158,030	220,082	62,052
Total The consumption			646,605

Total crop of the U.S., as before stated. 3,656,086 Add-

Stocks on hand at the commencement of the year, 1st Sep. '60: In the Southern ports 142,613 In the Northern ports 85,095

227,708 Deduct therefrom The export from foreign ports 3,127,568 Legs, foreign inclu'd. 701 3,126,867 Stocks on hand 1st

September, 1861: In the South'n ports, 37,579 In the North'n ports. 45,612 83.187 Burnt at N. Orleans, St. Marks, Charleston and Phila. 4,390 Manufactured in Virginia and Mobile ... 18,893 23,863 -3.233.437

Total for home use North of Virginia.... 650,857 Taken for home use in Virginia and South and West of Virginia198,383

Total consumed in the U. S. (including burnt at the ports), 1860-61.....843,740

The estimate of the consumption of the States south and west of Virginia, and not included in the receipts of the ports, for the last four years, is as follows:

1858.	1359.	1860.	1861.
Bales	Bales.	Bales.	Bales.
North Carolina 26,000	29,000	30,000	33,000
South Carolina 18,000	20,000	21,000	24,000
Georgia 24,000	26,000	28,000	82,000
Alabama 8.000		11,000	12.000
Tennessee 10,000	13,000	15,000	17,000
On the Ohio, &c. 39,000	45,000	49,000	52,000

Total 125,000 143,000 154,000 170,000 To which, if we add (for the past year), the stock in the interior towns 1st September (say 6,-200 bales), the quantity detained in the interior (say 25,000 bales), and that lost on its way to market (9,000 bales), to the crop as given above, received at the shipping ports, the aggregate will Show, as near as may be, the amount raised in the United States the past season—say, in round numbers, 3,866,000 bales (after deducting 300 bales new crop received this year to 1st ult.), against:

THE RESERVE OF THE PARTY OF THE	White the same of	Charles and the Charles
Bales.	Bales.	Balen.
1860, 4,805,800	1857.3,014,000	1854.3,000,000
1859, 4,017,000	1856.3,335,000	1853, 3, 360,000
	1855.3,186,000	

The quantity of new cotton received at the shiperts to 1st Sentember, was, in

Bales,	
Bales. 300	1858
1860	1857 100
1859 12 339	1856 1.800

The preceding statement of the crop, is that of the United States, as a whole, and does not pur-port to be the crops of the States, though the shipments, stocks, &c., are necessarily arranged under the different leading shipping ports or States, as the case may be.

al seed of the strong agrees of group AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest, "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description,	Amount.	Interest.	Due.	Price.	Description.	Amount,	Interest,	Due.	Price,	Description,	Amount	Interest.	Due.	Price
Alabama and Florida :	***,81	00	Dillo	pri l	Cincinn., Hamilton and Dayton :	000,000	10	igong	(A)	Great Western, Ill. :	41 041 000	-	1	-
Mortgage Convert. (guar. by Dir.)	\$300,000 150,000		1867 1863		2d Mortgage	\$406,000 950,000		1867 1880	100 86	1st Mortgage (W. Div. 100 m.). 1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7		
labama and Miss. Divore.	contraction.				2d Mortgage	MARKE	10	1869	ol .				*****	
Otato (AIR.) LOBII	123,171 109,500				1st Mortgage	1,300,000 574,000	7 7	1909		2d Mortgage Chattel (Equipment) Mortgage Hannibal and St. Joseph:	323,000 374,426		******	-
Mortgage	Hailt b		in te	oT	8d Mortgage	158,000	7			Hannibal and St. Joseph :	0.000.000			
	833,000 225,705		1872 1864		Tunnel Right	250,500 1,000,000	7			Missouri State Loan (1st Lien). Land Security	3,000,000 5,000,000		1881	2
2d Mortgage Libany, Vt. and Canada:	nita on	Olk t	O min	UP.	Cleveland and Mahoning:	Maria I			71	Mortgage (convertible)	1,360,000	7	1883	
1st Mortgage libany and West Stockbridge :	500,000	7	1867		1st Mortgage	850,000 469,000				Mortgage (not convertible) Harrisburg and Lancaster :	1,200,000	7	1889	-
Albany City (8, F.)	1,000,000	6	'66-76		8d Mortgage	344,100				New Dollar Bonds	661,000	6	1883	1
Albany City (8, F.) androscoggin and Kennebec:	468,600	8	61-64	70	Clev., Painesville and Ashtabula:	564,000	7	1861	99	Hartford and New Haven : 1st Mortgage	1,000,000	6	1873	1
Million Donar Loan	536,100	6	1890	79	2d Mortgage	303,000	7	1862		Housatonic:	8 8 4 4			
Greek sonvert (COUDON) sesses	710,000	6	'63-'66		Special (Sunbury and Erie)	300,000		1874 1880		1st Mortgage	170,000	6	1877	-
tlantic and St. Lawrence: Dollar Bonds (Coupon)	988,000	6	1866		1st Mortgage 2d Mortgage Special (Sunbury and Erie) Convertible Scrip Cleveland and Pittsburg:	1				State (1st Lien) Loan	210,000		******	
Sterling Bonds (Coupon) City of Portland Loan (Coup.)	484,000 1,500,000		1878	97	1st Mortgage (Main Line)	1,188,000		1873	78 64	Mortgage	125,000	7	1800	1
-144more and (IIII):			1 4 5		1st Mortgage (Main Line) 2d Mort. (M. L.) or 1st Extension 3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875		1st Mortgage	4,000,000		69-70	1
	3,000,000	6	1838 1885	67	4th Mort. (M.L.) or 3d Extension Clev., Columbus and Cin.: 1st Mortgage, Coupon Cleveland and Toledo	1,154,000	7			2d Mortgage	2,000,000 1,840,000		1860 1875	1
Mortgage Coupon	700,000	6	1880	68	1st Mortgage, Coupon	509,000	7	'64_'90		Convertible	1,002,000		1867	l
H H	1,128,500		1875	70 75	Cleveland and Toledo Junction 1st Mortgage 1st Div.	359,000	7	1867	65	Illinois Central : Optional Right Scrip	38,000	7	1868	l
m is Other Town	5,000,000	6	1890	10	Junction 1st Mortgage 2d Div.	263,000	7	1872	65	Construction	12,885,000	7	1875	l
	791,000	7	1866	55	Junction 2d Mortgage	265,000 521,000		1862 1863	75	Construction	4,115,000		1875	1
2d Mortgage	157,000		1870	99	Tol., Nor, and Clev. 2d Mort.	293,300	7	1863	75	Indiana Central:			****	1
	1.000.000	6	1877	10	Junction Income	44,500 126,500		1862 1863	75	1st Mortgage (convertible) 2d Mortgage	600,000 284,500		1866	1
1st Mort. (guar. C. and A.) 2d Mortgage (do.)	500,000	6	1885		C. and T. Income (convertible)	300,000	7	1864		Income	281,500			
od Mortgage (00.)	581,000	6	1877		C. and T. Income (convertible) C. and T. Dividend (convert.)	296,000 158,610	7	1864 1865	75	Indianapolis and Cincinnati : 1st Mortgage	500,000	7	1866	1
Black River and Culcus.	370,000	7	1869		C. and T. Income (convertible)	42,000	7	1870		2d Mortgage	400,000	7		
Concord and Montreal:	200,000		1870		U. and T. (S. F.) Mortgage	1,173,000	7	1885	75	Real Estate Mortgage Ind., Pittsb. and Clev. (1 Jan. '60)	200,000	7	1858	1
1st Mortgage	300,000	7	1870		Columbus and Xenia : Dividend (due 1860, '61, '62, '66)	272,700		var.	92	1st Mortgage	650,500		1870	I
ad Mostorage Collinging assesses	150,000 200,000				Connecticut River :	250,000			9	2d Mortgage	314,000	7	*****	-
4th Mortgage Coupons Sinking Fund	200,000				Mortgage					1st Mortgage	289,000	7	1861	ĺ
	440.000		1873		1st Mortgage	800,000				2d Mortgage* *Kennebec and Portland :	392,000	7	1873	1
Mortgage	440,000	0	Act the		Cumberland Valley: 1st Mortgage	116,500				1st Mortgage (City and Town).	800,000	6	1870	1
Mortgage (plain) Mortgage (convertible)	100,000				2d Mortgage	97,000				2d Mortgage 3d Mortgage *Kentucky Centr.(Cov.and Lex.)	230,000	61	1861	1
- Wale and Misie Lille:		0	1860		Dayton and Michigan (1 Ap. '60): 1st Mortgage	300,000	8	*****		*Kentucky Centr.(Cov.and Lex.)	250,000	01	1802	-
Ist Mortgage Income († in '59, † in '62) Unsecured Special Erie and North-East	500,000	0 7	1866 var.	95	2d Mortgage	2,212,000	8	*****		1st Mortgage	160,000			
Income († in '59, † in '62)	200,000	0 7	1864		Dayton and Western : 1st Mortgage	300,000	7		50	1st Mortgage	1.000.000	7		1
Special Erie and North-East	149,000	7			2d Mortgage		7		40	3d Mortgage Guarantied by Covington	600,000	7		-
Surlington and Missouri: 1st Mort, on 1st Division	590,000	0		60	Delaware : 1st Mortgage	500,000			80	Cincinnati (exchanged)	200,000			
lairo and Fulton (Mo.):			78-79		1st Mortgage	65,000				Keokuk, Ft. D. Moines and Minn.	:	1		-1
State (Mo.) Loan	650,000				State Loan Delaware, Lackawanna and W'n :	170,000	100	1		City of Keokuk, 20 years City of Keokuk, (special tax)	150,000	101		:
Mortgage	367,000 888.000	0 6	1864 1864	97	1st Mortgage	900,000		1871	90	Lee County, 20 years	150,000	8		-
Mort. (chgd from Sterl'g) Mortgage	800,000		1849	97	1st Mortgage (E. Extension) 2d Mortgage	1,500,000 2,600,000		1881	87	Lee County	150,000	8		
Mortgage	1,700,000		1	84	2d Mortgage Income (due 1862, '65 and '67) Detroit and Milwaukee:	265,416		var.	88	Lee County	200,000	8	1	
Sterling (£225,000)	1,080,000	0 6	1864		let Mortgage (convertible)	2,500,000	7	1875		Lehigh Valley:	50,000			
New Loan (ise'd \$887,000)	2,500,000	0 6	1887		2d Mortgage	1,000,000 750,000	8	1866		La Crosse and Milwaukee :	1,500,000	0 6		-
Oatawissa:	4 800 000	0 7	1865	32	3d Mortgage (convertible) 4th Mortgage (G. W. R. R.)	500,000	8			1st Mortgage (Eastern Div.)	903,000	1 0		
layuga and Susquehanna:	300,000	0 7	1865		4th Mortgage (G. W. R. R.) Dubuque and Pacific: New Construction	800,000				2d Mortgage (Eastern Div.) 1st Land Grant (Western Div.	1,000,00	0 †		
1st Mortgage		1			Dubuque Western:					2d Land Grant (Western Div	352 800			-1
Mortgage Central of New Jersey :	86,06	7 7	1863		1st Mortgage	344,000	1			3d Mortgage (whole road)	1,700,000			
1st Mostonos	1,400,000				Eastern (Mass.): Income (due \$75,000 annually).	300,000	6	var.		3d Mortgage (whole road) Farm Mortgage Unsecured Bonds	1,087,70			
2d MortgageCentral Ohio:	600,000		1875	102	2d Mortgage (convertible) 3d Mortgage (convertible)	710,000 445,000	5	162-172	98# 101#	Lexington and Frankfort: Mortgage, due 1864, '69 and '74.		1		
1st Mortgage	450,000			624	1stM.(State)\$75,000 a y'r after '65	500,000	5	var.	1013	Little Miami :	1	1		
Let Mortgage	800,000			43 58	East Tennessee and Georgia :			1		Mortgage (Coupon) Long Island :	1,300,000	0 6	1883	
2d Mortgage (S. F.)	950,000		1885	99	State, 1st Mortgage Endorsed by State of Tennessee	150,000				let Mortgage	500,000	6	1870	
2d Mortgage	1,365,800	0 7	1876		Mortgage (ordinary) East Tennessee and Virginia:	790,688				Extension Bonds Louisville and Frankfort :	175,000	7	1890	
lharieston and Bavannan: 1st Mortgage (endorsed)	ATO 000				State, 1st Lien	1,602,000				Louisville Loan	174,000	0		
2d Mortgage	1,000,000	0 7			Indorsed by State of Tenness.	200,000	1			1st Mortgage Louisville and Nashville :	248,000	0		
Mort (1860, '63, '75 and '77)	786,40	0 7	var.		1st Mortgage (after State) Redeemable in Stock	100,000 66,950				State [Tenn.], 1st Lien	800,000	6		
hicago, Burlington & Quincy:	0.170.00	0 8	1883	1	Eaton and Hamilton :	. 757 704		1	-	Lebanon Branch 1st Mortgage	2,000,000	7		
Mort. (1860, '63, '75 and '77)	2,172,00 813,00	0 8	1890	924	1st Mortgage Erie and North-East :	757,784		var.	****	Memphis Branch 1st Mortgage	400,000		var.	
Chic and Aur. 1st Mort.	099,00	0 7	1867		Exchanged for Buff. and St. L.	149,000				McMinnville and Manchester:	1		1000	
Ch. and Aur. 2d M. (S.F.) Cent, Mil. Tr. 1st Mort,	392,00	0 7	1864		Internal Improvement (State)	1,655,000		1891		State [Tenn.]	872,000 24,000	0 7		
Clant M T 2d M (Conv.)		0 8			Free Land, 2d Mortgage Florida and Alabama :	1,500,000		1891		Mortgage	10,000	6		
hicago, Alton and St. Louis:		. 1			Internal Improvement (State)		7	1891		Madison and Indianapolis:	600,000	0 7	1861	
1st Mortgage		- !		-	Internal Improvement (State) Free Land, 2d Mortgage Florida, Atlantic and Gulf Centr.:		8			Mortgage	1		1	
binego and Milwaukee :		'		-	Internal Improvement (State)	800,000	7	1891		1st Mortgage [convertible] 2d Mortgage	2,500,000		1868	
1st Mortgage (convertible)	700,00	0 7		70	Free Land, 2d Mortgage Fox River Valley	200,000	8	1891		3d Mortgage	1.500,000	0 71		
Real Estate	188,86	4 7	1868	-	Fox River Valley 1st Mortgage	400,000	1			Sterling Income	928,61	4	59-62	
1st Mortgage	2,000,00	0 1	1870	92	2d Mortgage	180,000				Domestic Memphis and Charleston:	1		00-04	1
1st Mortgage	1,250,00	0 7	u nush	81	Galena and Chicago Union: 1st Mortgage (3d Div.) Coupon 1st Mortgage (8. F.) Coupon 2d Mortgage (8. F.) Coupon	422,000	7	62-63	98	State Tenn. Loan	1,100,000	0 6	1880	-
let Mortgage	2,200,00			884	Tet Man (C. Th. Compon	1,571,000	1 2	1863	98	1st Mortgage	2,000,000	11	4000	4

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount	Interest	Due.	Price.	Description.	Amount	Interest	Dus.	Prine.	Description.	Amount	Interest.	Due.	Price.
Memphis and Ohio :	= 6730	17		200	N. York, Providence and Boston:	1 = 1 , 0 1	10	115.0	711.3	Racine and Mississippi :	\$680,000	8	of les	10 m
State [Tenn.] Loan.	\$1,340,000	6			1st Mortgage	\$331,000	0	*****		1st Mortgage (Eastern Division) 1st Mortgage (West'rn Division)	757,000			
Michigan Central : 1st Mortgage Sterling	467,489	6	1872	90	State Loan	2,000,000				Raleigh and Gaston:	100,000		1862	1.76
1st Mortgage St'g (convertible) -	500,000	8	1869	937	State Loan	1,000,000	6			Coupon Rensselaer and Saratoga:	100,000		1007	74.4
1st Mortgage (unconvertible) 1st Mortgage (convert.) Dollar	250,000		1860 1869	96 941	North-Eastern (S. C.): 1st Mortgage	700,000				1st Mortgage		7	1863	
1st Mortgage (S. F.), convertible	4,153,000		1882	90	2d Mortgage	224,500				Richmond and Danville:	600,000	6	il ar	
1st Mortgage (S. F.), convertible lich. Southern and N'n Indiana :	alla da		2000	00	Real Estate	35,910		****		State (Va.) Loan (34 years) Guarantied by State	200,000		var. 1875	97
Michigan Southern Northern Indiana	991,000 985,000		1860 1861	82 81	Northern Central: Balt, and Susq. R. R. (Coupons)	150,000	6	1866		Mortgage (Coupon)	250,000	7	1859	***
Erie and Kalamazoo	300,000		1861		Md. State Loan (B. and Susq.) .	150,000	6	7000		Registered	150,000	7	1860	
Michigan Southern	67,000 123,000	1	1863 1863	90 81	York and Cumberland 1st Mort, York and Cumberland 2d Mort,	175,000 25,000		1870 1871		Sterling (£67,000)	324,006	6	1860	-
Northern Indiana	130,000		1863	88	York and C. guar, by Baltimore	500,000	6	1877		Richmond and Petersburg:	180,000	197	1875	1
Goshen Air Line	1,168,000	1	1868	85	N. C. Contract	292,300		1875 1885	454	*Rutland and Burlington:	159,000		1019	10
Detroit and Toledo General Mortgage (S. F.)	611,000 2,465,000	1	1876 1885	781	Construction	2,086,500		1000	202	1st Mortgage	1,800,000		1863	-
2d Mortgage	2,850,000	1	1877	53	1st Mortgage	1,494,000		1859	-	2d Mortgage	937,500 435,060	7	1863 1863	
filwaukee and Beloit:	630,000	8	1000		2d Mortgage	3,077,000	41	1861		3d Mortgage	THOSE DEF	9)	BLR.	910
lst Mortgageilwaukee and Chicago:	030,000	0		-400	State Loan (30 years)	4,350,000	6			1st Mortgage	400,000			-
lst Mortgage	400,000				North Pennsylvania:	0.500.000	6	1875	54	2d Mcrtgage	329,000	10	1001	
2d Mortgage	200,000	7			Mortgage Chattel Mortgage	2,500,000 350,000		1010	70	Sandusky, Dayton and Cincinnati: Mortgage	125,000			-
lst Mortgage	420,000	8			Northern (N. H.):			111111111111111111111111111111111111111	1	Mortgage	1,000,000			
2d Mortgage	600,000	8			Mortgage (due 1860, '64 and '74)	219,500		VAL		Mortgage Sand'sky, Mansfield and N'wark:	1,000,000	W	1010	
lwaukee and Prairie du Chien : lst Mortgage (Conpon)	2,556,000	7	1891	824	Norwich and Worcester: Mass. State Loan	400,000		1877		1st Mortgage	1,290,000	7	1866	
ssissippi Central:					Mortgage	205,800		1860		Saratoga and Whitehall: 1st Mortgage	250,000	71	1859	10
let Mortonge	1,007,363	7			Ohio and Mississippi (O. and Ind.):	2,193,500	+	1858	114	1st Mortgage (R. and W. Br.)	100,000			-
State (Tenn.) Loan	529,000	6			1st Mortgage	316,995	+			Seaboard and Roanoke:	1			
ssissippi Central and Tenn.: State (Tenn.) Loansississippi and Missouri:					Construction	4,637,920	1	1858 1858	17	1st Mortgage	300,000 75,000			-
st Mortgage (convertible)	1,000,000		*****		Orange and Alexandria:	3,591,185	1	1000		8d Mortgage	60,000			
2d Mortgage (S. F.) Oskaloosa Division	1,425,000		*****		1st Mortgage	400,000		1866		South Carolina:	197.000		1000	1
Land Grant	7,000,000				1st Mortgage	1,200,000		1875 1873	81	State Loan	187,000 183,333		1863	
ississippi and Tennessee :	98,000	6	1885		2d Extension Mortgage	600,000	8	1010	824	Sterling	2,000,000			
Tennessee State Loan Mississippi State Loan	202,799		1999		State (Mo.) Loan	7,000,000	6	*****		Southern Mississippi:	E00.000		17311 99	12
lst Mortgageobile and Ohio :	171,000		1876		State Loan (S. W. Branch)	2,800,000		*****		1st Mortgage	500,000			
obile and Ohio:	400,000	8			Construction	4,500,000	6	*****	****	South-Western (Ga.): 1st Mortgage	631,000		1875	-
City (Mobile) Tax Loan Tennessee State Loan	674,860				1st Mortgage Sterling	1,250,000		1865	100	"Springheid, Mt. Vern, and Pittab.:	500,000		in all	B
Alabama State Loan	389,410		*****		2d Mortgage Sterling	1,216,000	7	1872		1st Mortgage	450,000			
Income	1,508,070 878,035				Pennsylvania: 1st Mortgage (convertible)	4,905,000	6	1888	934	2d Mortgage Steubenv. and Ind. (P. C. and C.):	Continue	100	4 M	1
Sterling Mississippi State Loan	200,970				2d Mortgage	2,319,000	6	1875	82	1st Mortgage	1,500,000			-
ontgomery and West Point:					2d Mortgage Sterling	1,957,440	5	1875	751	2d Mortgage	900,000		1909	-
Alabama State Loan Mortgage (due 1860, '63 and '65)	122,622 350,000		var.		Pennsylvania Coal Company:	7,200,000			75	1st Mortgage	2,000,000	71		
Mortgage	450,000				1st Mortgage	600,000	7	1861		2d Mortgage	1,585,000	10+		-
uscogee : lst Mortgage	040.000				Penobscot and Kennebec:	780,000	8	74-75	7	3d Mortgage (Income)	1,000,000	701	****	-
ashville and Chattanooga:	249,000	1			Bangor City 1st Mortg. (Coupon) 2d Mortgage (Coupon)	268,800	6	1876		State (Mo.) Aid	2,501,000		****	
Mortgage (State endorsed)	1,500,000				3d Mortgage (Coupon)	156,600	6	1871		St. Louis City Subscription	500,000 1,000,000			-
Chat, and Clev. Subsc. (endors.)	231,000	0			Peoria and Oquawka: 1st Mortg. (W.Ext.) convertible.	500,000	8	1862		St. Louis County Subscription Junbury and Erie	11-12 17 El 2 av.	11.5		
New Albany and Salem : Crawfordsville	175,000	7			1st Mortg. (E. Ext.) convertible.	500,000		1873	****	Mortgage	1,000,000		1877	
1st Mortgage	500,000	0 10			Petersburg:	100,000	7	var.		Mortgage	7,000,000	6	75-78	-
1st Mortgage	2,235,000	0 6			Mortgage (due 1863 to 1872) Petersbyg and Lynchbyg (S. Side)	103,000				1st Mortgage Coupon	1,400,000	7	1876	-
Mortgage	450,000	0 7			Petersb'g and Lynchb'g (S. Side): State (Va.) Loan (S. F.)	800,000				1st Mortgage Coupon Terre Haute, Alton and St. Louis	1 000 000	1 194		
Mortgage	200,000				1st Mortgage (1859-70-75)	365,000		var.		1st Mortgage (convertible) 2d Mortgage (convertible)	2,000,000	71	'62-72 '68-76	2 0
Extension	100,000	0 10			3d Mortgage (1862-70-72) Special Mortgage (1865-68)	378,000 175,000	6	var.	****	1st Mortgage (Bel. and Ill.)	517,000	7:	1873	
1st Mortgage	500,000	0	- 1869		Last Mortgage (1861 to 1869)	133,500		var.		2d Mortgage (Rel and Ill)	494,000 503,000			
ew Jersey:	B33.00			100	Phila., Germant'n and Norrist'n : Consolidated Loan	274,800				3d Mortgage (Bel. and Ill.) Tennessee and Alabama:	500,000	10	1014	
Company's (various) lew London, Willim, and Palmer:	711,000		- var.	102	Loan of 1842	100,000			****	State (Tenn.) Loan	814,000			-
1st Mortgage	500,000				Philadelphia and Reading:	436 800		I HIGH	000	Terre Haute and Richmond:	230,000	12	1866	13
2d Mortgage	300,000	0 6	1		Mortgage (S. F.)	192,000	5	1880 1880	914 88	1st Mortgage (convertible Toledo, Wabash and Western:	SHATT TAKEN	1	135 11	
Orl'ns, Jackson and Gt. North.: State (Miss.) Loan	255,000	0 5	'63'4'8	3	Mortgage (S. F.)	2,672.300		1880	88	1st M. (L. Er., Wab, and St. Louis) 2d M. (L. Er., Wab, and St. Louis) 3d M. (L. Er., Wab, and St. Louis)	2,500,000	71	1865	8
1st Mortgage Coupon	2,665,000	0 8	1886		Mortgage	3,103,600		1870 1886	79	2d M. (L. Er., Wab. and St. Louis)	1,000,000	71	1869	3
Orl'ns, Opelous, and Gt. West.: Louisiana State Loan	641,000	0 6			Mortgage (convertible) Lebanon Valley R. R. (convert.)	3,586,500 1,500,000			701	1st Mortgage (Toledo and Ill.)	900,000	71	1866	6
New Orleans City Subscription	1,500,00	0 5			Phila., Wilmington and Baltimore				1	*Vermont Central:	THE PARTY	100	100 30	40
1st Mortgage (S. F.)	566,000				Mortgage Loan	2,300,000		1884 1863		1st Mortgage Coupon	1,135,000	7	1861	1
ew York Central: Albany Loan—Alb, and Sch'dy.	197.00	0 5	1964	100	Improvement Pittsburg and Connelisville:	119,000	1	2000		2d Mortgage Coupon	T. TELLIS			1
State Loan—Sch'dy and Troy	127,00 100,00 77,38 298,00 785,00	0 6	1867	92	Pittsburg Subscription	500,000				Mort., guarantied by State of Va.	100,000	6	1880	8
State Loan—Rochester and Syr	77,38	2 5	1861	100	Alleghany Co. "Connellsville "	750,000				Mortgage (coupons)	926,000	6	1872 1884	8
State Loan—Roch., L. and N. F. Stock Subscription	298,00 785,00	0 6	1861	100 92	Mc'Keesport "	100,000		1886		Mortgage, (coupons) Virginia and Tennessee:				-
Premium Consolidated Stock	7,745,00	0 6	1883	92	Baltimore Loan	1.000,000	-		-	State (Va.) Loan	1,000,000		1887	
Real Estate	221,00	0 0	1883	92	Cumberland Subscription	200,000 400,000	7	1890		1st Mortgage	1,000,000		1872 1884	8
New Convertible	3,000,00	1	1864	100	1st Mortgage (Turtle Cr. Div.) . *Pittsb'g, Ft. Wayne and Chicago			1		1st Mortgage 2d or Enlarged Mortgage Salt Works Br. Mort, due '58-'61	203,000		VAI.	100
1st Mortgage	3,000,00	0 7	1867	108	1st Mortgage (O. and P.)	1,000,000	7	1865		Warren (N. J.):	100000000000000000000000000000000000000		1075	10
2d Mortgage	4,000,00	0 7	1864	99	2d Mortgage (O. and P.)	750,000	7	1866	624	1st Mortgage	568,500	7	1875	-
4th Mortgage (convertible)	6,000,00 3,729,00	0 7		85	Income (O. and P.)	207,000	7	1876	024	Mortgage (new bonds)	800,000	7	1880	-
5th Mortgage	1.277.00	10 7	1883	69	1st Mortgage (O, and L)	1,000,000	7	1872		Mortgage (new bonds) Western (Mass.): Sterling (£899,900)	100 200 00		10000	
Unsecured (convertible)	2,618,00	0 7	1871	55	2d Mortgage (O. and I.)	380,000 1,250,000	7 7	1873 1873	-	Sterling (£899,900)	4,819,52	5	°68-77	-
Unsecured (convertible)	2,193.00	00 7		35	Real Estate (F. W. and Chic.)	498,000	7	1874	****	1st Mortgage	1,000,00	0 7	1890	1
new York and Harlem:	TOTAL P.	100	I I Cal D		Mortgage, Consolidated Comp'y	2,064,000				lat Mortgage	THE MARKS	1	1.05	12
1st Mortgage	2,950,00			97	Pittsburg and Steubenville:	800,000	+	1865	112	1st Mortgage	200,000	7	1866	7
ZQ MOPLOSOS	I LURIU U			90	Potsdam and Watertown:	ATTENDED		TUR 51		2d Mortgage	Budgestini	1009	Cression	150
3d Mortgage New York and New Haven:	- Guajot	0.6	COAN	d ur	1st Mortgage	800,000	7	1 64-74		Mortgage, payable in England Sterling, issued in 1858	1445,58 144,50 149,00	6	1863	1
Plain Bonds, Coupon	912,00	nol !	7 1866	94	Quincy and Chicago:	1	1	Prest to	10.50	Sterling, issued in 1858	144,50	JE S	11908	See

5 0

Observations on the Niagara Bridge, By PRIER W. BARLOW, Esq., C. E., F. R. S., F G. S., &c., &c.

(Concluded from p. 711.)

On the Strength of the Niagara Bridge.

The bridge is supported by four cables, each containing 60.40 square inches, the two upper of which have a deflection of 54 feet, and the lower pair 64 feet. The strain at the points of support, in relation to the weight, will be obtained as fol-

Let d represent the deflection,

w the weight, s the half span, and T the tension.

 $\tau = \frac{W}{4 d} \sqrt{4 \times d^2 + 8^2}, \text{ or }$

The cables having different deflections, the strain wi.h a given weight will vary in each pair of cables, which is undoubtedly a defect in the bridge; because in the summer the lower pair will do the principal duty, and in winter the upper pair. There is, however, such an abundance of strength, that no strain can ever arise on either cable that approaches the limit of elasticity, that the mean deflection of 59 feet will fairly represent the average strain on the cables. Therefore

$$T = \frac{W}{4 \times 59} \sqrt{4 \times 59^{9} + 410.66^{9}} = 1.81.$$

The total weight between the towers is estimated by Mr. Roebling at 1,000 tons, and therefore the strain on the cables from the bridge alone will be 1810 tons. The ultimate strength of the four cables is estimated from actual tests of each wire at 11,904 tons.* The ratio of strength to the ordinary strain will, therefore, be as 6.5 to 1, and the strain per square inch of iron wire, 7.5 tons.

The strength of the iron, being 100,000 lbs, per square inch, as estimated by the engineer, is unusually high; but it is arrived at by actual test and the metal was of the best quality, as will be en by reference to the specification.† The capseen by reference to the specification. The capability of manufacturing iron to resist tensile
strains, of such superior quality to that used for
girders, produces one of the practical advantages
of the suspension principle, by reducing the weight
of the structure, which in large spans causes the
principal strain they have to contend with.

As the weight of the bridge is limited by regulation to 300 tons, the greatest strain on the cables,

including the weight of the bridge itself, will not exceed 2,380 tons, or under one-fifth of the ultinate strength of the cables, and therefore it is fully of the strength required by the officers of the Board of Trade of this country for railway bridges.

On the Durability of the Niagara Suspension Bridge.

This, like every railway bridge in England has been subjected to the test of a load exceeding what it can be subjected to in practice; there is, therefore, a margin in every bridge for deterioration of a determined amount, being the difference between the actual test of the bridge and the greatest load it will afterwards receive.

But this is not the only security as to durability In addition to the margin obtained by ectual experiment, there is a much greater intended margin, the security of which as an actual test of strength depends on calculation; that is to say, the ultimate strength of the structure is intended to be much greater than the test applied; and in the case of the Niagara, is estimated to be equal to endure a strain of five times the test applied, including the weight of the bridge itself.

In comparing the durability of railway struc the certainty of the calculation on which this depends is an important element in the ques-

With regard to the actual deterioration from

oxidation, the progress is so slow that its opera-tion in a suspension bridge, where every part can be got at and painted, will not be an appreciable amount. Tube bridges, or any structures com-posed of thin plates, and cells difficult to be got at, will be more liable to loss of strength from this

Another supposed cause of decay in the strength of iron structures, is the alteration in the mechanical conditions of the fibres of the metal from con tinual vibration. There is no doubt that violent and continuous vibration of iron w'll effect its tensile strength after a length of time, but it is clear that it must be of a very severe character to produce any injurious result, because the parts of machinery of various kinds, and none more so than a marine steam engine, have to endure an amount of constant vibration which would soon exhibit itself if iron was readily affected. That steel wire will bear violent vibration without injury is proved by the durability of musical instruments and the existence of suspension bridges construct ed without girders for so many years, in which the most severe vibration occurs in every gale of wind (as is so forcibly described in the report of General Pasley and Mr. Provis), satisfies me that, in a structure like the Niagara Bridge, where the cables are subjected to a moderate tension, and may be said to be free from vibration, their durability will not be less than the masonry of which the towers are built.

In large girders, which are admitted to be of necessity much heavier, and of their own weight to create a larger constant strain on the metal, the destruction will be more rapid. But the feature in girder constructions which to my mind renders their durability doubtful, is the fact that they de pend for their strength and safety on the compres sive, as well as the tensile resistance of iron, and consequently the estimated margin of strength is more doubtful, because the power of a bar to resist compression is not always correctly measured. as in a tension bar, by the section of metal. As long as a compression bar or tube maintains its figure, its power of resistance is in proportion to the section; but when you have large girders to deal with, and serious compressive strains, no ca'culation derived from model experiments is to be depended on; an engineer cannot be certain that a few tons in excess of his actual test will not cause buckling and the destruction of the bridge, and therefore there does not exist in girders or arches that certainty of durability that exists in a properly constructed suspension bridge.

Before concluding my observations on the Niagara Bridge, it is necessary to say a few words on its imperfections as well as its good qualities. I have before referred to the two cables having a different amount of deflection, which it appears has arisen from its having been designed in the first instance for road traffic alone. The effect of this is, that the deflection from expansion will be different in the two cables; and thus the principal work is done in the winter by the upper cable, and in the summer by the lower cable. This difference, which amounts to about 2 inches, is not sufficient to bring any serio is strain on the cables. but it is calculated to cause an irregularity in the weight on the suspension rods, which may possibly lead to a little inconvenience,

A second objection is, the use of timber for the longitudinal trussing and flooring. It is objectionable from presenting more surface to the action of the wind, but more particularly from much greater weight of material being required to gain a given longitudinal stiffness. Fir timber of a given weight will extend or compress 2.5 times the amount of a similar weight of good wrought iron although the specific gravity is as 1 to 10; and the parts of an iron truss or girder admit of being secured together so as to retain a larger proportion of the action of the fibres than is the case with

A suspension bridge should have the platform or roadway also of iron, so as to act as a horizontal girder and resist the action of the wind. By the use of iron in the platform and girders, a weight of 400 tons in the place of 600 tons of timber would Inst., vol. xl., December, 1860, p. 361.

have reduced the deflection of the wave to one third, and would have rendered unnecessary any anchorage to prevent the action of the wind.*

A third and final objection applies to nearly all

suspension bridges, hitherto constructed, viz., the cables are supported on carriages on rollers, in-stead of being attached to the towers.

An engineer, when he constructs an arch, would not expect to have a rigid structure if he placed the abutment on rollers, and how can he expect in a suspension bridge to have rigidity if he adopts a

similar expedient? We are apt to follow what has been previously adopted without reflection, and desire to avoid the responsibility of a change of an adopted system; but there is no difficulty in attaching the cables to the towers if they are of iron, and constructed so as to act as vertical girders, to resist the inequality of the weight which may arise on the different spans of a bridge. In fact, you cannot expect perfect rigidity in a suspension bridge as they are now constructed; but there is no reason why they should not be treated like an arch reversed; and if they were so treated there is nothing in the suspension principle to render them less rigid.

There is, however, no intention to imply, by sees observations, that the Niagara Bridge is less durable from these omissions to any appreciable extent. I believe, provided the timber and masonry are kept in repair, it will last for hundreds of years, and that a certain degree of motion in a bridge does not effect its strength or durability, provided no strain in any part exceeding the elasticity is produced; at the same time, by the means pointed out, the undulation and vibration, small as it is, would be considerably reduced.

(To be continued.)

Halifax and Quebec Railway.

The Quebec Mercury gives the following as the esult of the deliberations of the convention :-

"The Governments of the three Provinces while leaving the choice of route to the Imperial Government-have unanimously determined to recommend to their respective legislatures the renewal of the offer made in 1858, whereby Canada, New Brunswick, and Nova Scotia granted to Her Majesty £60,000 per annum and all the granted lands within ten miles on either side of the line. and a free right of way through all private property, providing Her Majesty's Government by themselves, or through the instrumentality of a private company, complete the railway.

Her Majesty's Government are asked to give a sum of £60,000 per annum for the carriage of the mails, military stores, and troops between Halifax and Quebec, and with that and the provincial grant guaranteed for a series of years, by the Imperial Government, the necessary capital it is thought can be raised to complete the railway.

Against the foregoing sum of £60,000 the Governments of Canada, New Brunswick, and Nova cotia estimate a saving to the Imperial Treasury of £70,000 per annum, exclusive of the great saving the railway would effect in the Imperial Military expenditure, which amounts at present to about £420,000 a year.

The length of line remaining to be constructed is 360 miles, which can be fully completed and equipped for £3,000,000 sterling.

By completing the construction of the railway from Truro to Riviere du Loup, a direct railway communication will be established through British territory between Halifax, Quebec and Lake Huron, a distance of 1,400 miles, from whence it is intended to open a direct communication with the British Columbia, Vancouver's Island, and the Pa-cific. There can be little doubt that the immedi-

* The towers should also be of iron, in order that the expansion may correspond with that of the suspension rods. The suspension rods should be at right angles to the cables, and fewer in number, by which the tremor as well as the undulation will

^{*} The wire was manufactured by Messrs. John

sons, of Manchester, England.

† See report of Mr. Roebling, C. E., 1856, in
"Public Works, British and American," published
by John Weale, 59 High Holborn.

Railroad Earnings Monthly.

The earnings of the Chicago and	Rock	Island
Railroad for September, 1861, were	\$1	45,897
Do., 1860]	180,579
	1	-

Increase	\$15,	318
The earnings of the Hudson River	Railroad	for
September, 1860, were	\$180,000	14
" 1861	146,424	39
Decrease	***	
Hecrosso	- XXX D/D	4401

The Illinois Central Railroad earned in Sepber, 1860	em-
ber, 1860\$259,64	3 04
Do. 1861 243,67	75

Decrease \$15,965 29

The	busin	ess (of	the	Clevela	nd	and	Mahon
oilros	d for	Sant	em	her	was as	fol	lows	

Railroad for September was as follows:	
Passengers \$5,616	11
Freight 8,023	14
Ore 1,199	75
Coal	73
Mail 418	75

il																				•	•		418	75	,
	6	1	re	8	8	e	98	IT	n	i	n	ge	3							•		840	,622 ,253	48	

Net earnings \$27,368 61 For 9 months ending September 30, the comparison with last year is as follows:

,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1860.	1861.	
Gross earnings	\$270,775 25	\$280,853	
Expenses		105,919	78
That I say the says			_

Net earnings..\$177,319 94 \$174,933 43

The receipts of the New York and Harlem Do. 1860 18,902 66 Railroad for September, 1860, were. \$105,587 27

Decrease		\$	16,241	62
eipts of this road	for the	fiscal	year o	end-

The receipts of this road for the fiscal year end	1-
ing September 30, 1860, were \$1,142,850 8 Do. 1861	7
Do. 1861 1,144,980 2	6
147	_

Increase	\$2,1	29 39
The earnings of the Toledo and		
road for September, 1861, were	\$142,5	37 50
Do. 1860	106.1	09 32

., 1860	106,109	32
11-20-22	49C 495	16

The earnings of the l	Iichigan	Central	Railre	oad
for September, 1861, we Do., 1860	re	\$23	6,845	97

60			 	• • • • • • • • •	251,428	00
]	Decre	ease	 		.\$14,577	03

Railroad Earnings -- Weekly.

The receipts of the Morris Canal for the week and season, compared with those of 1860, have

Total to Sept. 22, 186	0	\$247,662	68
Week ending Sept. 2	, 1860	10,742	31
		1	-

\$258,404 94 Total to Sept. 21, 1861 .. \$188,234 12 Week ending Sept. 28, '61 7,802 91

			THE RESERVE OF THE STREET	112.7
			_	-
at The state of the state of the	8.1	2000		1125
Decrease		1	962.867	91
			a dominors	45.00

The	receipts	of the	Grand	Trunk	Railway	of
Canada	for the	week	ending i	Sept. 21	aginfial 8	

Corresponding week, 1860 79,09	
Decrease in 1861\$14,60	3 10
Total traffic from July 1st, 1861\$688,66	7 99
Corresponding period previous year 721 66	2 59

The receipts of the Chicago and Northwestern Railroad for the 3rd week in September, 1861, were \$22,934 24 Do. 1860 17,912 51

The earnings of the Galena and Chicago Railroad the 4th week in Sept., 1861, were. . . . \$60,341 Do. September, 1860 52,782

Increase \$7,559 The earnings of the Chicago and Rock Island road, the 4th week in Sept., '61, were\$37,700 Do. 1860 30,411

Increase......\$7,289 The following are the earnings of the Great Western Railway of Canada for the week ending Sentember 27 1861 ·

Deptember 21, 1001.	A90 000	00
Passengers	\$50,020	04
Freight and live stock	25,120	67
Mails and sundries	1,365	54
Age Could be written de transfer fre production and also		_

1	Total \$63,114	23
	Corresponding week of last year 61,207	00
٠.		_

611 1.1.	Inc	LUMBE						,	
The	e earni	ngs o	f the	Cle	veland	and	Toled	lo R	ail-
road	the 4th	weel	c in	Sept.	., 1861,	wer	e	\$27,	324
Fourt	h weel	in S	ent.	186	0			23.	060

The earnings of the St. Louis, Alton and Chicago Railroad for the 4th week in Sept., 1861, were\$20,777 86

Increase in	1861	\$1,874	70
Total since 1st Septer			
Do. 1860			82

Increase \$24,632	43
Total since 1st January, 1861 \$754,605	
Do., 1860 692,194	74

Increase \$62,410 89 The earnings of the Michigan Central Railroad, for nine days ending September 30th, 1861, were... \$89,508 93 Do. 1860 72,975 64

Increase \$16,533 29 The following is a statement of the tolls col-

of September, and from the opening of navigation to the 1st inst.:

September, 1861.....\$574,072 88 1860 469,515 50

Increase \$104,057 38 From opening of canals to Oct. 1,'61. \$2,495,210 00 do. '60. 2,033,411 92

The following table presents the capital of each Bank together with the last two semi-annual dividends, and the amount payable October 7th.

STATEMENT OF THE PROPERTY.	DESCRIPTION OF THE PARTY OF THE	Die 000000	1 SEED THE REAL
WHITE BELL TO THE	Wigger of	Dividends,	Am't,
out worth fined vision	Capital.	1861,	October,
on the state of the	No Stranger	April. Oct.	1861.
Atlantic	\$500,000	3 0	2020
Atlas		4 8	830,000
Blackstone		81/6 8	
Boston (p. \$50)		4 4	22,500
Boylston			86,000
Broadway		41/2 81/2	
	150,000	8 8	4,500
City		81/4 8	80,000
Columbian		81/2 8	80,000
Commerce		-/-	60,000
Continental	300,000	2 8	9,000
Eagle	1,000,000	31/2 3	30,000
Eliot	600,000	81/2 8	18,000
Exchange	1,000,000	5 4	40,000
Faneuil Hall	500,000	4 4	20,000
Freeman's	400,000	4 3	12,000
Globe	1,000,000	4 4	40,000
Granite	900,000	31/4 3	27,000
Hamilton	500,000	41/6 4	20,000
Hide & Leather .		31/2 8	80,000
Howard	500,000	81/6 3	15,000
Market (pr. \$70).	560,000		19,600
Massachusetts	800,000		25,600
Maverick	400,000		
Mechanics	250,000		
Merchants'			
Metropolis	200,000	91/ 91	120,000
Mount Vernon			7,000
Mutual Red'n	200,000		6,000
	561,700		11,234
National			22,500
New England			
North			25,800
North America	750,000		22,500
Republic			20,000
Revere			25,000
Safety Fund			30,000
Shawmut	750,000	3 3	22,500
Shoe & Leather	1,000,000	41/2 41/2	45,000
State (par \$60)	1,800,000	31/2 31/2	68,000
Suffolk	1,000,000	41/6 41/	45,000
Traders'	600,000		18,000
Tremont	1,500,000	4 81	
Union			
Washing on			22,500
Webster			45,000
210/2	N		TOUR STORY

* The dividend of the Massachusetts Bank is 3.2 per cent. (par \$250) equal to \$8 per share.

† The Mount Vernon Bank, which commenced operations in November, 1860, pays its first dividend of 3 per cent.

Of the forty-four Banks in the table, the dividends average 3.16 per cent. Two Banks divide 41/2 per cent., five 4, nine 31/2, twenty-three 3, one (the Massachusetts) 3.2 or \$8 per share, one 214, and two 2 per cent. The Atlantic passes, which is the first time any Bank in Boston has passed its dividend since 1844. Twenty-one Banks pay the same as in April last, twenty-two reduce their dividends, and the Mount Vernon pays 8 per cent. lected on all the New York Canals for the month for the first ten months of its operation.-The Continental pays 3 per cent., against 2 in April, but the latter was for the first four months only of its operation.

Minnesota and Pacific Railroad.

The contractors for completing this road to St. Anthony have arrived, bringing with them a locomotive, tender, three platform cars and one presenger car. This rolling stock arrived yesterd Chien Railroad, for Sept., 1861, were \$134,729 00 a track, placed lengthwise of the barge; and during the forenoon the barge was dropped down to the point near Dayton's Bluff where the railroad, now ready for the superstructure, intersects the river. Here the bow of the barge was run square against the shore and anchored. A temporary track will be laid from the barge to the roadbed and the train thus placed in position for track lay-The iron for the completion of this portion of the road is now arriving by every boat from La Crosse. Quite an extensive pile is already on the levee .- St. Paul Press.

Railways in France.

The return issued from the French Ministry of Agricultural, Commerce, and Public Works shows that in the half year ending June 80, 1861, the receipts on the ancien reseau were, as compared with the corresponding six months of 1860, as

	1861	1860.
Northern 2	9.182.218f.	28,381,047f.
Eastern 2	2.654,950	20,914,887
Western 2		21,879,631
Orleans 8		30,688,965
Paris-Mediterrean 5		45,361,367
	3 278,397	2,857.735
Southern	3.098,148	10.399.966
Vic. Em. (Rhone sec.).	626,854	624,193
Ceinture (Paris)	974,383	844.684
Graissessac-Beziers	281,309	133,419
Besseges-Alais	696.846	504,405
Anzin-Somain	214,478	185,803
Chauny & St. Gobain	9,367	
Carmaux-Albi	181,755	106,362

It should be observed that the per-centage of increase is reckoned on the average number of kilometres (a kilometre is 0.62 of a mile English) worked, which exhibited no variation in the case of the Northern, Western, Lyons and Geneva, Victor Emmanuel (Rhone section), Ceinture, Graissessac and Beziers, Besseges and Alais, Anzin -Somain, and Carmanx-Albi; although there was an advance of 4 kilometres on the Eastern, 2 kilometres on the Orleans, 8 kilometres on the Paris and Mediterranean, and 2 kilometres on the Southern. The return prepared for the same periods of the receipts on the nouveau reseau exhibit the following results :-

OUR CONTRACTOR OF THE PARTY OF	1861.	1860.
Northern	97,700f.	·7,074f
Eastern	9,698,258	8,479,904
Ardennes	1,813,608	1,659,637
Western	2,083,681	1,935,535
Orleans,	2,722,891	2,024,468
Paris & Mediterranean .	9,237,749	8,164,094
Dauphin		1,173,589
Southern	317,542	269,950

The average number of kilometres worked on the Northern was 32 as compared with 2 in 1860; on the Eastern, 739 as compared with 721; on the Ardennes, 164 in both years; on the Western 812 as compared with 300; on the Orleans, 460 as compared with 859; on the Paris and Mediterranean, 526 as compared with 464; on the Dauphine, 185 as compared with 129; and on the Southern, 99 as compared with 90. There was, therefore, a decrease of 13.81 per cent. per kilometre on the Northern and 0.19 per cent, on the Paris and Mediterranean; but an increase of 11.58 per cent. per kilometre on the Eastern, 10.87 per cent. on the Ardennes, 8.50 per cent. on the Western. 4.97 per cent. on the Orleans, 11.96 per cent. on the Dauphine, and 17.60 per cent. on the Southern. The average length of line worked on the old reseau was 6,984 kilometres as compared with 6,958 kilometres; and the earnings were 182,986,169f. as compared with 169,882,464f., showing an increase of 11.98 per cent, kilometre. The average kilometrage in operation on the new reseau was 2,467 kilometres as compared with 2,- of their Reports as soon as they are published.

288 kilometres; and the earnings were 27,841, 468f. as compared with 28,714,258f., showing an increase of 4.60 per cent. per kilometre. The new lines opened are therefore making a comparatively less rapid progress than the old trunks, to which, of course, they to some extent act as feeders. The total length of line opened on 80th June in France was 9,460 kilometres, against 9 266 kilometres on 80th June, 1860, being an increase at the rate of 2.31 per cent. for the year. The total receipts to 30th June this year, reduced to pounds sterling, were 8,413,105l., as compared with 7,463,869l. in the first half of 1860, being an increase of 946,2362. The new lines opened during the year embraced between 1st July, 1860, and 30th June, 1861, were, on the old reseau, as follows:- Eastern, Strasburg to Kehl (May 11), 8 kilometres; Orleans, terminal extension at Bordeaux, 2 kilometres; Southern ditto, 2 kilomtres. New reseau-Northern, Lens to Ostricourt (Oct. 6), 17 kilometres; Eastern, Gretz to Martcerf (Feb. 2), 16 kilometres; Orleans, Perigueux to Brive (Sept. 17), 72 kilometres; St. Christophe to Rodez (Nov. 5), 29 kilometres; Paris and Mediterranean, Pontarlier to the Swiss frontier (July 24), 11 kilometres; Moret to Montargis (Aug. 14), 51 kilometres; Dauphine, Iseaux to Grand-Lemps (Jan. 2), 6 kilometres. Altogether it must be admitted that the return exhibits a highly satisfactory pro-

A line from Perigueux to Limoges was opened for traffic Aug. 26th. The station at Limoges is situated at the northern extremity of the Champde- Juillet. The line passed under the town by a tunnel of 1,019 metres (about three-fourths of a mile English), and then goes through the territory of the communes of Limoges and Iste, traversing the Vienne by a viaduct of five arches. It also crosses the Briance by a viaduct of eight arches. There are several other tunnels and bridges on the line, which is altogether 96 kilometres or 59 miles in length. The general council of the department of Marne have bad under consideration a project of a direct line from Rheims to Rouen by Beauvais. At present the distance between the two towns is via Paris 312 kilometres, but by the projected line the distance would be reduced to 271 kilometres. The general council of the department of Gers has unanimously expressed a wish for the execution of a line from Toulouse to Bayonne by Auch. The Paris, Lyons, and Mediterranean has commenced two new sections from Firminy to Confolens, and from Confolens to Puy; the same company has just opened a section from Pontarlier to Verrieres, about 12 kilometres in length. The Northern is about to open the section from Sevran Livry to Villiers-Cotterets. The little suburban line at Lyons to the Croix-Rousse will be opened early next month. In the frightful social conflicts of which Lyons has been the scene, the Croix-Rousse obtained a melancholy prominence. An important line along the valley of the Dordogne through the south-west of France to the port of Bordeaux is under consideration, and several influential landed proprietors of the Dordogne and the Gironde, besides Bordeaux bankers, have had a meeting on the subject. It is proposed to aim in the first instance at the establishment of a line from Libourne to Bergerac.

Railroad Reports. RAILEOAD COMPANIES will oblige us by sending us copies

To Railroad Companies.

THE advertiser is desirous of an engagement with a first-class Railroad Company as purchasing azenthas been familiar with railroad business during the last twelve years—six, in the position indicated—is a machinist and engineer, and from his extensive acquaintance with manufacturers and dealers in Railroad materials, is confident his services will be valuable to any company desiring such—would be willing to make himself generally useful as Assistant Superintendent or otherwise.

Unexceptionable references as to character, capacity, etc.

Address Box 1487,

1t*

N. Y. Post Office.

Head Quarters, Western Department, St. Louis, Mo., August 23, 1861. \ To Presidents and Superintendents of Railroads,

Western Department, United States Army.

THE following is the basis established by the Government for the transportation of troops and supplies for the army:

Per Passenger per mile (2) two cents for distances enger per mile (2) two cents for distances

Equipments, munitions and supplies accompanying regi-nents, first class local rates, which will average about as

350 to 400 miles not exceeding 90 " For iransportation of Horses in small lots, the following re the usual estimated weights of Railroad Companies: Single animals _____ 3,000 ------horses....

9 " 12,000 "

Full car loads, 13 or 14 horses, usually charged 18,000 lbs. All other supplies forwarded by Freight Trains are charged local rates, according to classification of property which will usually average, on provisions and heavy freight, two to three cents per ton of 2,000 lbs, per mile.

Fast freights, immediate transportation, and precedence given to the Government in all cases.

All despatches required by the Government, to be furnished at the actual running cost.

E. H. CASTLE,

Supervisor Raitroads, Western Department.

N.B.—Please send a Table of Distances.

ISAIAH W. SYLVESTER, ATTORNEY AND COUNSELLOR AT LAW, Law Reporter for the "AMERICAN RAILROAD JOURNAL," No. 8 WALL STREET, NEW YORK.

PATENT RIGHTS SECURED. PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS, TASKER & CO.,

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 11 to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes-from 1 inch to 8 inches inside diameter, with screw and socket con-nections, for Steam, Gas or Water purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—designed especially for Water purposes, being superior to lead pipe.

Cast Iron Gas or Water Pipe-11 to 24 inches in diameter, and branches, etc., for same.

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, HY G. MORRIS, CHAS. WHEELER, THOS. T. TASKER, JR., STEPHEN P. M. TASKER.

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 16x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 12 ft; length of tubes, 10 ft.; diameter of do., 1½ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall. The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT Supt.

Boston, Nov. 24, 1880.